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DIESEL RAILWAY TRACTION

The November issue of this RAILWAY GAZETTE publication, illustrating and describing developments in Diesel Railway Traction, is now ready, price 2s.

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Sir Eustace Missenden's Progress Report

A YEAR ago the then newly-formed Railway Executive was engaged in hurriedly formulating the organisation under which the British railways were to be operated from January 1, 1948. On Tuesday last, Sir Eustace Missenden, Chairman of the Railway Executive, addressed the Institute of Transport and gave some account of the Executive's stewardship. It was clear, as much as from what he did not say as from his words, that the early days of the Executive have not been without their tribulations and problems. On some of these he touched lightly, admitting, for example, that standardisation merely for the sake of uniformity brought no reward, and that a disturbing factor in so vast an organisation was provided by the problem of incentive. He mentioned the difficulties inherent in the settlement of departmental functions in the new organisation, and pointed out that in the placing of motive power in the organisation much history and experience had been reviewed; he did not think that the old Midland Railway had been far wrong in its views on this matter. He claimed that punctuality of train services was better; there was a sufficiency of locomotives and their condition was better than before the war. The wagon repair position showed definite improvement.

* * * *

The Search for Economies

As one of the first fruits of unified control, Sir Eustace Missenden pointed to the fact that the Executive had been able to programme a drastic breaking up of old wagons without replacement, effecting a saving of at least £1 million a year. In endeavouring to reduce expenditure in every branch of the railway organisation, efforts had been made to secure the most effective employment of manpower, and already considerable economies had been made which so far had reached a gross figure of £1 million a year. Of transport co-ordination, the aim would have to be to increase efficiency and to reduce costs, he said. Because two-thirds of railway costs did not vary with the traffic, the more traffic carried on the railways the lower the unit of cost. In achieving co-ordination, fairly severe measures would have to be taken on the railway side to close down branch lines and a considerable number of intermediate stations. This would mean the streamlining of the railway system, with the permanent way on all main routes capable of high speeds under conditions of safety and comfort. Sir Joseph Nall, in thanking Sir Eustace Missenden for his address, expressed the view that one of the matters the Railway Executive would have to decide was whether it was to have "shorter trains and more of them" or "higher fares and fewer passengers."

* * * *

Next Summer's European Express Services

Elsewhere in this issue we give an account of the proceedings at the International Timetable & Through Carriage Conference, which this year was held at Krakow between October 6 and 16. Among the many important questions discussed were those affecting the running of the principal international express trains operating from Paris. It will be seen that a number of changes are being made as from May 15. The journey time of the "Simplon Orient Express" between Paris and Milan will be shortened by 1½ hr. The "Orient Express," because of acceleration over the French, German, and Austrian railways, will leave Paris at 8 p.m. instead of 6.50 p.m. The later departure will give passengers by the morning Calais boat trains from Victoria ample time in Paris to make connection with this express. Other re-timings are those of the "Arlberg Express," which will leave Paris at 9 p.m. instead of 11.20 p.m., and of the "Nord Express," which will be run so that passengers to Germany and Scandinavia will leave London at 11 a.m. and be able to reach Copenhagen at 8.25 p.m. the next day.

* * * *

Railway Officers' Visit to Channel Islands

A good deal of unnecessary fuss seems to have been aroused by an official visit by officers of the British Railways to the Channel Islands to discuss with authorities there a new organisation of the steamer services with the mainland. In the islands there was criticism of the use of the steamer *Brittany* to carry a party of railway officials, and reference was

made to the matter by two national daily newspapers, *The Daily Telegraph* and the *Daily Mail*. The reason for the visit was that as from November 1 the steamship services between Weymouth and the Channel Islands, now operated by the Western Region, will be transferred to the Southern Region, thus bringing them under the same control as the British Railways services from Southampton. The party crossed from Southampton to Jersey on the ordinary service with 500 other passengers, but between Jersey and Guernsey, to save time, it used the *Brittany*, which was standing by at Jersey for the service to St. Malo. The railway officers returned to Southampton on the *Winchester*, a fully-loaded cargo boat.

* * * *

Cost of the Journey

The actual out-of-pocket cost of the journey in the *Brittany* was limited to the consumption of oil and was approximately £43. The two members of the Railway Executive and the Chief Officers of the Regions concerned were engaged in implementing a reorganisation of traffic working which made essential consultation and discussion with traders in the islands. It was necessary that the railway party should return to London as soon as possible, and the alternatives to using the *Brittany* were to fly, which would have involved expenditure, or to occupy two more days in transacting the business. The Railway Executive entertained the growers and traders in each island in accordance with custom, but there seems to have been little justification for the description of "lavish" which the local press used in connection with a luncheon at Jersey before the party left for a dinner engagement in Guernsey. The headlines which appeared in the London dailies—the *Daily Mail* had "£42 Trip to Keep a Dinner Date," and *The Daily Telegraph* "Nine Railway Officials in Ship for 845"—seem to be based on an appeal to sensation rather than to a careful appraisal of the need for, and value of, the journey.

* * * *

Mr. David Ble on Railway Developments

In the course of a paper read recently before the Metropolitan Section of the Institute of Transport, an abstract of which appears on another page, Mr. David Ble, a Member of the Railway Executive, referred to a confusion of thought in the public mind on the question of relationship between members of the Executive, in their functional capacities, and departmental chief officers in the Regions, which was said to undermine the power of the Chief Regional Officers. Mr. Ble could only say that, within the sphere of his own direct responsibilities, after ten months' experience, no difficulties whatever had been experienced on that account. He himself had found no difficulty in the operation of the existing form of administration based on the Executive and the Chief Regional Officers. He added, however, that as the initial work of fusion and integration of organisation proceeded, some adaptation of machinery might be necessary; in fact, he could foresee many changes. Mr. Ble also dealt with various technical, commercial and operating developments, with particular reference to the results of unification. His remarks embraced the subjects, among others, of automatic train warning control, permanent way and goods wagons.

* * * *

Heavy Repair Cost of Flood Damage

Last week we described how the full resources of British Railways had been used to repair rail damage on the Scottish Borders and restore direct communication between Berwick and Edinburgh eleven weeks after the heavy floods of August. Freight traffic between Berwick and Edinburgh was resumed on October 25 and passenger traffic was restarted last Monday with the 6.50 a.m. Edinburgh-Newcastle train. Speed over the repaired stretch will be restricted to 15 m.p.h. for some time and will entail 20 minutes' extra travel. Sir Eustace Missenden, Chairman of the Railway Executive, stated at a press conference held after a recent tour of the affected area on which he was accompanied by Mr. J. C. L. Train, Member of the Railway Executive, that the work already carried out between Berwick and Dunbar and on branch lines had cost about £300,000, and that permanent restoration of bridges, etc., most likely would cost £400,000 more. Permanent bridges would not be ready

for traffic next summer and speed restrictions would still be in operation over the stretches which had been repaired. Sir Eustace Missenden said that special trains had come to Scotland from Longmoor in the Southern Region to help and he paid a special tribute to the assistance rendered by the Army and other authorities.

* * * *

Production Engineering Research Association

Funds provided by Lord Nuffield enabled the Institution of Production Engineers to establish a small Research Station at Loughborough in 1939. Work carried out there during the war showed the practical value of research in this field. A further stage of development was reached with the formal opening of the new laboratories of the Production Engineering Research Association at Melton Mowbray on October 26. Sir Geoffrey Heyworth, Chairman of the Advisory Council for Scientific & Industrial Research, when he declared the workshops open, said that in the two years since the Association was formed on its present basis much had been done, bearing in mind that in these difficult days the completion of a laboratory on such a scale called for determination and energy. Since its formation the Association has undertaken research on metal pressing, grinding, thread rolling, drilling, etc., and today no fewer than 7,000 firms benefit from its work. Those involved embrace a wide field, and include builders of locomotives, turbines, woodworking machinery, electrical equipment, typewriters, household utensils, etc., and in its work P.E.R.A. is assisted by a Government grant of £1,000 for every £1,000 subscribed together with a special subsidy of £25,000.

* * * *

Tourism as a Vital Export

Lord Hacking gave an address to the Regent Advertising Club on October 27 in which he produced ample evidence of the importance of the tourist industry to the national economy at the present time. It has been estimated that in 1949 there will be 560,000 visitors from overseas, which will show an increase of 10 per cent. on the numbers for the current year, even though there will be no Olympic Games to attract people from abroad. Lord Hacking said that, though by its increased publicity efforts the Travel Association could attract visitors to this country, there were other partners in the work of developing this traffic, and the Government itself could help considerably by easing controls and releasing certain goods to enable hotels to secure and retain the goodwill of their guests. From personal contact and correspondence the Association could say that most of them were delighted with their reception. There had been, however, various complaints, notably in connection with formalities at the ports. Tourists were most impressed by the standard and cheapness of our motorcoach services, and he would urge the railways to put on their best coaches and dining cars on those trains used to any extent by overseas visitors. There were signs, unfortunately, that some of the railway porters, ticket agents, etc., were not maintaining their pre-war reputation for courtesy and efficiency.

* * * *

Corridor Coach Windows

A weak point in the design of the modern corridor coach is that the corridor windows are frequently left open after departure from a station. This has several unfortunate results, the chief of which being that on cold winter days the essential heating of the coach is somewhat neutralised as the continuous draught rushes down the corridor and makes it more difficult to maintain the temperature of the compartments. Another point is that dirt, smuts, and rain blow in and affect seriously the cleanliness of the coach. Opening of the corridor windows is, of course, necessitated when the handles of the doors are only on the exterior. It would seem, therefore, that there is a great need for a window so balanced on the lazy tongs principle that the movement of the coach itself at gathering speed would tend to cause the window to ride upwards. This would be no detriment to the passenger who wishes to open the door, for the out of balance would be only slightly against him. The Railway Executive should encourage its design departments to look into this matter as its solution would greatly add to the amenities of train travel.

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4.4.0 Locomotives for the G.N.R.(I.)

The Great Northern Railway of Ireland has received five three-cylinder 4-4-0 tender locomotives from the works of Beyer, Peacock & Co. Ltd., thus maintaining an association between the railway and the builders which has lasted for over 90 years. The new locomotives, built to the designs of Mr. H. R. McIntosh, Mechanical Engineer, G.N.R.(I.), are intended to work the "Enterprise" express between Belfast and Dublin; they are known as Class "VS," and show many features of great interest when compared with the 4-4-0 compound engines delivered sixteen years ago. In the new design, which is described and illustrated elsewhere in this issue, compound expansion has been abandoned in favour of three high-pressure cylinders, with Walschaerts valve gear; and the boiler, the working pressure of which is 220 lb. per sq. in. (as against 250 lb. per sq. in. in the compounds) is now provided with a Belpaire firebox instead of the round-top variety. Modern improvements which figure in the design, such as a self-cleaning smokebox with spark arrester, a rocking grate, and a hopper ashpan, will be of great benefit to the operating staff. In these days, when comparatively few new designs of 4-4-0 locomotives appear, it is interesting to see how well this type can be adapted to modern conditions of service.

What Churchward Did

WITH fitting ceremony, the latest Swindon-built four-cylinder 4-6-0 express locomotive was named last Friday after G. J. Churchward, the great locomotive engineering genius whose fundamental work is so clearly in evidence in its design. As a mark of the importance of the occasion, and also as a tribute to Churchward, the locomotive was placed on exhibition at Paddington Station, Western Region, on October 29, and named by Captain (E.) William Gregson, R.N.R., President of the Institution of Mechanical Engineers. Thus, somewhat belatedly—for it is almost 15 years since his death—the recognition due to this outstanding figure in the locomotive world is translated into a tangible form.

The first thing which strikes one in studying Churchward's railway career is that, even when he was at the height of his powers and producing his most far-reaching innovations in design, so few people seemed to realise what he was doing; still less was it foreseen that practically the whole trend of British locomotive practice, especially in regard to front-end design, was to follow the path which he had explored as a lone pioneer.

What are the facts? When William Dean retired in 1902, Churchward found himself in charge of one of the largest collections of locomotives in the country, most of which were only just sufficient in power to meet the needs of the day, while some were distinctly archaic. The close of Dean's regime had indeed witnessed the building of several remarkable machines, but they were of a more or less experimental character, and gave evidence of the conflict between a lingering old-style construction and a revolutionary new outlook in design. Just how different two 4-6-0s can be may not be appreciated, perhaps, until side elevations of No. 2601 and No. 100 are compared.

The shaping of a suitable standardisation policy, which should be flexible enough to meet the needs of the future, and yet not have a paralysing effect on progress, was the greatest immediate problem confronting Churchward. He saw as his only solution the devising of standards so far in advance of their time that stagnation would be out of the question—at any rate for a generation or more and at least for the working life of his locomotives. This was by no means the first time that a locomotive engineer had had such a problem—the names of Stroudley and Aspinall come to mind at once—but never before had the need been on so large a scale.

So far as steam generation was concerned, Churchward valiantly upheld the traditional Swindon lead in the matter of high pressure. His next move, which was exploratory, was the trial of the taper boiler, which attracted him by its advantages, which are now well known. No. 100 *William Dean* (later No. 2900) had a parallel boiler barrel joined to a large Belpaire firebox. The Belpaire firebox came to stay, and eventually to oust the round-topped variety completely from Swindon; but the tapered barrel arrived in two stages, in the

earlier one of which the front portion remained parallel. Superheating was adopted a few years later, though in Churchward's view a moderate superheat was sufficient, and was rather to prevent condensation than to increase power output or to yield an economy in coal and water consumption. Associated with the boiler standardisation programme may be mentioned the form of smokebox, tubeplate and saddle, which are so characteristic of his designs.

His famous pioneer Pacific locomotive, the *Great Bear*, was so far ahead of its time that Swindon has never found it necessary to develop this type, and the Belpaire firebox combined with the wide grate did not reappear until 1933 (on the Stanier Pacific, L.M.S.R.).

It is, however, with the front-end design—the cylinder proportions, the valves, and the steam and exhaust passages—that his name will always be remembered. For all the heaviest and most important work, Churchward normally preferred two outside cylinders, and, indeed, he was responsible for the pioneer 2-8-0 locomotive in Great Britain. For only one class of work—the heaviest expresses—did he use four cylinders; but this was where he scored his most spectacular successes. Probably, considerations of balancing led him to adopt four small cylinders rather than two large ones for this high-speed work; and it is interesting to note that, while he used the exceptionally long stroke of 30 in. for his two-cylinder designs, he never exceeded 26 in. in the four-cylinder types. By so doing he was able to keep much the same cylinder proportions (ratio of diameter to stroke) in the latter as in the former.

The layout of the steam distribution arrangements was undoubtedly the most interesting feature of the Churchward locomotive. Who else in this country was at that time able to appreciate the advantages of the long-lag valve which are almost taken for granted today? Did George Hughes, when he converted a 4-4-0 inside-cylinder locomotive to this style of steam distribution on the Lancashire & Yorkshire Railway in 1908? It is hard to say; but the fact remains that the influence of this engine, either within or outside the L.Y.R., was negligible. We have to wait till Maunsell arrived from Ireland to take charge of the S.E.C.R. locomotives before we find evidence of Churchward's secret of success being appreciated.

Even so, the progress of this new conception of steam distribution was slow, and, indeed, when Churchward retired in 1922 it had a very small following. But when the locomotive exchanges between the G.W.R. and the L.N.E.R. took place in 1925, the vindication of his ideas took place in an unforgettable manner. After the trials, the L.N.E.R. could hardly convert their Pacifics to long-travel valve gear quickly enough, and the value of this lesson became obvious to all. The great value of learning how to exhaust steam from a cylinder (at least as important as getting it into the cylinder) which Churchward had persistently demonstrated was also finally made apparent.

Churchward had something of the genius of Stephenson in the broadness of his approach to fundamental problems and in his free adaptation to his own needs of ideas which attracted him on his travels. It is, perhaps, a comment on his fellow locomotive engineers in this country that he found nothing he could borrow from them. But in America and on the Continent he found plenty of stimulating ideas. The arrangement of smokebox, saddle, and cylinder casting was a characteristic American design, and the pony truck and bar-framed bogie both suggested themselves to him after visits to America. The coned boiler barrel, too, had long been established across the Atlantic before he tried it at Swindon. From the Continent, the de Glehn compounds attracted his attention, and there can be little doubt that for a time he seriously considered compounding as standard practice; in any event, the de Glehn design left its permanent mark in the layout of the four-cylinder locomotives. From Belgium, too, came the Stéwart valve gear, which he tried on his pioneer four-cylinder locomotive No. 40 *North Star*.

Of his many innovations at Swindon Works, there is one which deserves special mention at this moment—the pioneer locomotive testing plant, which, despite its small size, was evidence of his keen desire to carry out his investigations into locomotive performance on a scientific basis. The opening of a testing station at Rugby a few days ago will make possible the scientific approach to design problems which Churchward himself did so much to encourage.

Steel Bill—Confiscation Again

THE terms of the Iron & Steel Bill perpetuate the policy of confiscation of shareholders' property, of which the first flagrant example was provided by the Transport Act. In the case of the steel industry, 107 firms are to be nationalised but are to continue as separate units under their existing names and management. The stock required for compensation will be about £500 million, and the vesting date is to be May 1, 1950, or such later date within 18 months of the passing of the Act. Stock exchange values are to be the basis of compensation.

The securities of nationalised undertakings, those whose annual production exceeds 50,000 tons of iron ore, or 20,000 tons pig iron, ingot steel, or hot rolled products, will be transferred to an Iron & Steel Corporation. This will be a holding company and central planning authority. Companies which produce more than 5,000 tons of ore or other products, but less than would qualify them for acquisition, will have to be licensed by the Minister. Companies with an annual production of less than 5,000 tons of ore or other products will be free to continue their activities without licensing, but many will be dependent on the Corporation for raw materials.

By its acquisition of iron and steel companies, and subsidiaries, the Corporation will become responsible for the production of a wide range of finished articles ranging from bridges and heavy engineering plants to nuts and bolts and tennis rackets. The Corporation will also become engaged in such miscellaneous manufacturing activities as the production of ferro-concrete, wheels and axles, wire fencing, sulphuric acid and patent fuels, as well as becoming possessed of housing estates, limestone quarries, and investment trust companies.

Many of the steel companies formerly owning collieries have not yet had their compensation stock for the nationalisation of their pits. The British Iron & Steel Corporation will receive this money. Therefore, whatever proportion of the £164 million which is paid in coal compensation goes to nationalised steel undertakings, will revert to the State.

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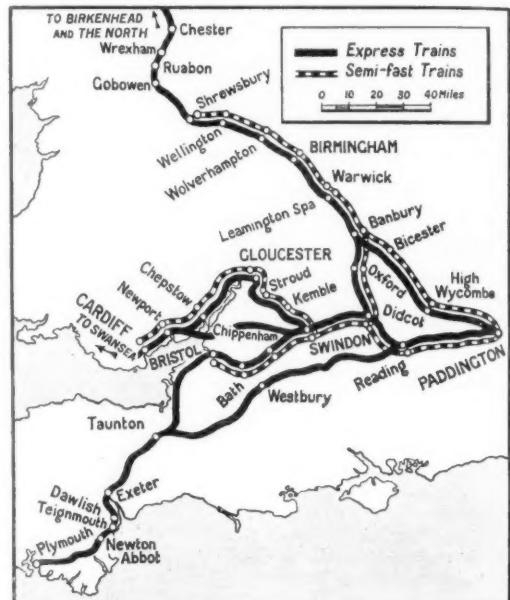
Shorter Trains and More of Them—IV

SOME twenty-five years ago the Great Western Railway, then leading the way in the restoration of express speeds after the first world war, took the opportunity to revise its services, partly with the object of getting more economical use of rolling stock, and adopted standardised departure times for the principal trains from Paddington. These latter are still in operation, and were added to in the current winter service, though there are many variations from the original scheme and slower speeds have considerably affected carriage workings. There is still, however, a framework on which a service of "Shorter Trains and More of Them" could be constructed, and some recent Western Region alterations may be said to have moved in that direction. The express and cross-country services of the Western Region cover an enormous field, and the most that can be done in one article is to suggest certain alterations and additions, where trains now seem unduly heavy, and to put forward some proposals which should simplify the working, without attempting to draw up detailed timings all over the line. We do not suggest the running of any slip carriages, which are costly to staff and tend to complicate marshalling, and few material accelerations are proposed save on the very easy Paddington and Bristol road, where speeds are actually lower today than *via* Lavington to the West.

Among these West of England trains, the 10.30 a.m. "Limited" must be regarded as sacrosanct, and the 1.30, 3.30, and 5.30 p.m. departures are so well spaced that loads should be reasonable, though, as the 3.30 and 5.30 are now booked to Taunton, 142.8 miles, in 149 min., the former would have to be 5 min. later beyond Westbury to admit of a stop to detach the through Weymouth slip portion. The morning service, however, is weak, and throws too much traffic on the 10.30 and subsequent trains. We suggest a new 8.30 a.m. from Paddington, calling at Reading, Taunton, Exeter, and Newton Abbot, and arriving at Plymouth at 1.15 p.m., where the 5.30 a.m. from Paddington would terminate and the new 8.30 a.m. form the 1 p.m. local into Cornwall, running 25 min. later. The Plymouth portion and restaurant car of the new train would be able to

return to Paddington at 4.10, the car on which is now a single trip working, balancing the 11 a.m. down. This latter train should, we propose, leave at 9.30 a.m. to Plymouth, calling at Reading, Westbury or Frome (to connect with the present 10.40 a.m. Westbury to Weymouth, made later), Taunton, Exeter, Dawlish, Teignmouth, and Newton Abbot, and arriving at North Road at 2.35, the 10.30 a.m. from Bristol, running some 15 min. later to admit of its being formed by a new 8.15 a.m. from Paddington, terminating at Newton Abbot. The running of this 9.30 service would probably render unnecessary the Limited's pick-up stop at Exeter, and we suggest that the half-past-the-hour sequence of departures from Paddington be preserved by putting the 12 noon "Torbay" forward to its 11.30 departure of old days, in which case the 10.35 Wolverhampton to Penzance could also run half-an-hour earlier, which would probably be appreciated by passengers for west of Plymouth. The 12.30 p.m. Weymouth departure would run as now, and the 6 p.m. be put back to 6.30, which, with the 2.35 p.m. to Bristol *via* Devizes, altered to 2.30, makes ten standardised departures for the Westbury line, though the stops, of course, are not uniform.

The up trains *via* Lavington are more easily timed, and the 7.15 and 8.30 a.m. from Plymouth would require to arrive at



Map showing suggested stopping places of express and semi-fast services on the Western Region, as mentioned in this article

Paddington at 12.5 and 1.40 (instead of 12.15 and 1.45), the latter stopping at Reading, and the 1.10 p.m. arrival from Weymouth would become 1.5. The 4 p.m. ("Torbay"), 4.5 (Weymouth), and 4.35 (Penzance) arrivals would be unchanged, the 4.50 p.m. "Limited" would be in at 5 p.m., leaving Penzance at 10 instead of 9.45 a.m., and the 11.5 a.m. from Penzance, which is very easily timed, at 7.5 instead of 7.20. The 4.10 from Plymouth, making an extra stop at Reading, would keep its present 9.10 arrival, and a new train—balancing the 8.30 a.m. down mileage and worked by the stock of the present 11 a.m., altered to 9.30—would leave Plymouth at 6.20 (superseding the present 6.15 to Taunton) and arrive at Paddington at 11.30, with Newton Abbot, Exeter, Taunton, Westbury, and Reading stops, connecting at Westbury with the 7.30 from Weymouth.

Brief reference seems necessary to the Southern Region's West of England service from Waterloo. The fast trains are adequate and well-spaced, and the only alteration we would suggest is to the 9 a.m., which should run non-stop from Salisbury to Exeter, giving an improved morning through service from Portsmouth to Plymouth, and be followed from Salisbury by a semi-fast portion for Exeter, doing the roadside

work. The 10.50 a.m., 12.50 and 2.50 p.m. should now be able to leave 10 min. later, making uniform departures at 9, 11, 1, 3, and 6, and on the up journey the 5.50 p.m. from Exeter should be a semi-fast to Salisbury, followed by a fast 6.30 p.m. for Portsmouth and Waterloo, with a Plymouth departure at about 4.30 instead of 3.45. We suggest also that the West of England trains call regularly at Woking, in each direction. Apart from the advantage to suburban passengers, the communication between Woking, via Guildford and Redhill, and what were the eastern and central sections of the Southern could be made much more use of, and considerable easement afforded at Waterloo. We are not, of course, considering the Southern Region's service as supplementing that of the Western from London, save perhaps as regards Exeter itself, for the bulk of the Southern Region's Plymouth business originates outside London or on the South Coast, and the Paddington and Ilfracombe through services no longer exist, leaving to the Southern a monopoly of North Devon traffic. We do, however, include in our Western Region proposals the running of two daily through trains between Bristol and Ilfracombe, which should connect with semi-fast trains from and to Paddington.

The Paddington and Bristol service is important commercially, and with an easy road and lighter trains (for we propose a considerable increase in this service) faster running and less time at stations is reasonable. A 2 hr. 10 min. schedule is suggested for expresses, calling only at Bath, and 2½ hr. down and 2 hr. 35 min. up for semi-fasts, calling at Reading, Didcot, Swindon, Chippenham and Bath. Some of the expresses, however, are not limited to one stop, and the suggested service (after the present 5.30 a.m.) is three 2 hr. 10 min. trains at 11.15 a.m., 1.15 and 3.15 p.m., calling at Bath in 110 to 114 min. from London; two 2½ hr. trains at 9.15 a.m., calling additionally at Reading, and at 6.15 p.m., with an extra stop at Chippenham; one in 2 hr. 20 min. at 8.15 a.m., making Swindon, Chippenham and Bath stops, and forming the present 10.30 (at 10.45) from Bristol to Exeter and Torquay; and 2½ hr. semi-fasts at 7.15 and 10.15 a.m., 12.15, 2.15, 4.15, 5.15 and 7.15 p.m. The 2.35 p.m. to Bristol via Devizes would leave at 2.30, and we give below an abbreviated schedule of the main line trains.

**SPECIMEN TIMING OF EXPRESS AND SEMI-FAST TRAINS,
PADDINGTON TO BRISTOL**

Paddington...	... dep.	7.15	8.15	9.15	11.15	6.15
Reading ...	... arr.	7.55	—	9.55	—	—
" ...	... dep.	7.58	—	9.58	—	—
Didcot ...	... arr.	8.17	—	—	—	—
" ...	... dep.	8.19	—	—	—	—
Swindon ...	... arr.	8.45	9.36	—	—	—
" ...	... dep.	8.49	9.40	—	—	—
Chippenham ...	... arr.	9.7	9.58	—	—	—
" ...	... dep.	9.9	10.0	—	7.53	—
Bath "	... arr.	9.25	10.16	11.11	1.5	8.11
" ...	... dep.	9.29	10.19	11.14	1.9	8.14
Bristol ...	... arr.	9.45	10.35	11.30	1.25	8.30

Here the South Wales trains come into the picture. They are very heavy, and as the occupation of the Severn Tunnel would probably not admit of any great increase in their number, a 2 hr. 35 min. timing non-stop to Newport (2 hr. 40 min. and 2½ hr. with one or two stops) seems as much acceleration as would be reasonable, though the time allowed to Wootton Bassett is similar to that of the expresses to Bristol. We propose one new direct train, at 12.55 p.m. from Paddington, calling at Reading and reaching Newport at 3.35 and Cardiff at 3.55, and two fast trains routed via Gloucester—one to leave London at 9.55 a.m., call at Swindon (11.16 to 11.20), Gloucester (12.8 to 12.13), and Chepstow, and reach Newport at 1.10 and Cardiff at 1.30 p.m., and the other to start at 4.55 p.m., arriving at Gloucester at 7.13, Newport at 8.15, and Cardiff at 8.35 with Kemble, Stroud, and Chepstow stops. The other departures from Paddington would be at 8.55 and 11.55 a.m., 1.55 (not calling at Reading), 3.55, 5.55, and 6.55 p.m., running practically as today. We are not dealing with the service west of Cardiff.

Up trains would run from Bristol to Paddington at 9.15 and 11.15 a.m., 2.15 and 5.15 p.m., in 2 hr. 10 min., calling only at Bath in 15-18 min. from Bristol; at 8.15 a.m. in 2½ hr. with Bath and Chippenham stops; at 4.15 in 2½ hr. calling at Bath and Reading; and at 7.15 and 10.15 a.m., 12.15, 1.15, 3.15, 6.15, and 7.15 p.m. in 2 hr. 35 min. with five stops; abbreviated schedules are shown in the next column. From South Wales, the three new up services would leave Cardiff at 8.35 a.m., 1.10 and 3.35 p.m., other trains leaving Cardiff at 7.10, 8.10, and

10.10 a.m., 12.10, 3.10, 5.10, and 6.10 p.m. The 8.35 a.m. would run via Gloucester, calling at Newport, Chepstow, Gloucester, and Swindon, and arriving at Paddington at 12.15; the 1.10, calling at Newport and Reading, would arrive at 4.15; and the 3.35, with Newport, Chepstow, Gloucester, and Swindon stops, would reach London at 7.15. Of the remaining seven services, the 8.10, 10.10, and 3.10 would be 3 hr. trains to Paddington, calling only at Newport; the 7.10 would have a stop at Reading and take 3 hr. 5 min.; the 12.10 and 5.10 would have stops at Swindon in 3 hr. 5 min.; and the 6.10 would call at Swindon and Reading and be due in London at 9.20.

There would be an up express from Gloucester at 8.20 a.m., balancing the 6.35 p.m. down (at 6.40), arriving at Paddington at 10.50, and local services would leave Swindon for Gloucester at approximately 8, 9.45, and 11.55 a.m., 1.55, 3.55, 6.55, and 8.10 p.m., with corresponding arrivals at Swindon at about 8.50 and 10.40 a.m., 1.5, 4.5, 5.30, 6.40, and 8.5 p.m. The London and Gloucester service would be greatly improved by the routing via Gloucester of the new 9.55 a.m. from Paddington and 3.35 up from Cardiff, and although Gloucester would lose the present 11.54 a.m. train to London, there would be a connection at Swindon into the 12.15 p.m. up from Bristol.

**SPECIMEN TIMING OF UP EXPRESS AND SEMI-FAST TRAINS,
BRISTOL TO PADDINGTON**

Paddington...	... dep.	7.15	8.15	9.15	11.15	4.15
Bath ...	... arr.	7.30	8.30	9.30	11.30	4.30
" ...	... dep.	7.33	8.33	9.33	11.33	4.33
Chippenham ...	... arr.	7.50	8.50	—	—	—
" ...	... dep.	7.52	8.52	—	—	—
Swindon ...	... arr.	8.11	—	—	—	—
" ...	... dep.	8.16	—	—	—	—
Didcot ...	... arr.	8.42	—	—	—	—
" ...	... dep.	8.45	—	—	—	—
Reading ...	... arr.	9.5	—	—	—	5.47
" ...	... dep.	9.10	—	—	—	5.50
Paddington ...	... arr.	9.50	10.30	1.25	—	6.30

In the third article of this series (page 371 in the issue of October 1) we gave the suggested departures from Paddington to the north via Bicester—9.10 and 10.10 a.m., 12.10, 2.10, 4.10, 5.10, 6.10 and 8.10 p.m. The normal express schedule would be 2 hr. 10 min. to Birmingham, calling at Leamington Spa (1 hr. 40 min. to 1 hr. 43 min. from London), and 2 hr. 35 min. to Wolverhampton, but the 8.10 p.m. would take 5 min. longer and make an extra stop at Banbury. Some important alterations are proposed in the services to Shrewsbury and beyond, partly to improve communications between Reading, Oxford, etc., and the north, and partly to relieve some of the Wolverhampton expresses, which are primarily "commercial" services, of Shrewsbury traffic, and make them "shorter trains." The 10.10 a.m., 12.10, 2.10, and 5.10 p.m. would run through to Shrewsbury, Chester and Birkenhead—the normal schedule being 35 min. from Wolverhampton to Shrewsbury non stop, or 40 min. calling at Wellington, and 65 min. from Shrewsbury to Chester with stops at Gobowen, Ruabon, and Wrexham—and would be due at Shrewsbury at 1.25, 3.30, 5.25, and 8.25 p.m. and at Chester at 2.35, 4.40, 6.35, and 9.35 p.m. There would be three semi-fasts from Paddington via Bicester—at 8.40 a.m. to Shrewsbury (due at 12.20 p.m.) and Chester (due at 1.30), and at 5.40 p.m. to Shrewsbury (due at 9.20), which would precede the 9.10 a.m. and 6.10 p.m. through Birmingham, and at 12.40 p.m. to Wolverhampton (due at 3.35), all stopping at High Wycombe, Banbury, Leamington and Warwick—and a new 3.30 p.m. from Paddington to Chester via Oxford, calling at Oxford, Banbury, Leamington, Warwick, Birmingham (due at 6.8), Wolverhampton and Wellington, and due at Shrewsbury at 7.18 and Chester at 8.30 p.m.

To Oxford, Banbury, etc., and the Worcester line departures would be at 7 a.m. (now 7.5), 8.35 (the present 8.10, reaching Wolverhampton at 12.25 p.m. and connecting there with the 10.10 from Paddington, and at Oxford with the present 10 a.m. to Hereford, running 25 min. later), 9.45, and 11.45 a.m., 1.45, 4.45, 6.5, 6.45, and 7.45 p.m. The 7, 8.35 and 9.45 a.m. departures would call at Ealing Broadway. We are not attempting to deal in detail with the Birmingham to Shrewsbury and Chester semi-fast services, some of which are involved in our suggested alterations in the working of the West and North (Severn Tunnel) trains, but the present 8.22 a.m. from Snow Hill would still provide the morning service to the north, and be balanced back by a semi-fast from Chester at about 6.30 p.m.

Of the cross-country trains which pass through Oxford, the present 9.30 a.m. from Bournemouth to Birkenhead would require to run about 15 min. earlier over the Western Region (it is now allowed over 2 hr. for the 60 miles from Bournemouth Central to departure from Basingstoke, so that this alteration should not be difficult), the Margate and Brighton to Birkenhead train (1.5 from Reading) and the Weymouth to Wolverhampton (2.20 to 2.25 through Oxford) would run as now, and we propose a new afternoon through service from Portsmouth to Wolverhampton, to take up the working of the present 5.55 p.m. from Oxford, at 6 p.m., the 3.33 from Paddington terminating at Oxford.

The up services would be on similar lines. The Wolverhampton to Paddington expresses *via* Bicester would leave Birmingham at 8, 9 and 10 a.m., 12 noon, 2, 4, 5 and 7 p.m., all 2 hr. 10 min. trains, calling at Leamington Spa in 26 to 29 min. from Snow Hill, with the exception of the 5 and 7 p.m. which, calling additionally at High Wycombe and Banbury respectively, would take 2½ hr. to London. The 9 a.m. from Birmingham is proposed in place of the 7 a.m., as originally suggested, and a semi-fast would run at 7.20 a.m. (6.50 from Wolverhampton) *via* Bicester, taking 2½ hr. with stops at Warwick, Leamington, Banbury, Bicester, and High Wycombe. The other semi-fasts would leave Birmingham at 10.30 a.m. (9.15 from Shrewsbury) and 3.30 p.m. (1 p.m. from Chester). The 10 a.m., 12 noon, 2 and 7 p.m. departures from Birmingham would start from Chester at 7.20, 9.35, 11.30, and 4.30, and there would be a semi-fast from Chester at 2.15 p.m. *via* Oxford, leaving Shrewsbury at 3.32 and Birmingham at 4.45, calling at Leamington, Banbury, Oxford and Reading and due at Paddington at 7.40, and one from Shrewsbury at 6.30 p.m., to form the 7.55 from Birmingham to Paddington *via* Oxford.

The cross-country trains at 8.20 a.m. from Chester (10.45 from Birmingham) to Reading, Margate and Dover, at 10 a.m. from Chester (12.35 from Birmingham) to Bournemouth, and at 11.10 a.m. from Wolverhampton (11.35 from Birmingham) to Weymouth would run almost in their present schedules, but the 9.20 a.m. from Birmingham to Oxford would be a new morning through train to Portsmouth (balancing the suggested 6 p.m. from Oxford), and the arrivals at Paddington from Oxford, Worcester, etc., would be at 10, 10.25 and 11.30 a.m., 12.25, 2.15, 3.30, 5.10, 5.55 and 9 p.m.—the last named with a fast service from Birmingham to Oxford at 6 p.m., calling at Leamington and Banbury only. These proposals would mean that the 7.20, 8, and 9 a.m. and the 4 and 5 p.m. from Birmingham to London would start from Wolverhampton only, just as in the down service the 9.10, 12.40, 4.10, 6.10, and 8.10 from Paddington would terminate there.

In the second article (page 235 in the issue of August 27) we mentioned the through services between Newcastle and Birmingham and Bristol, *via* Darlington, York, Sheffield, and the London Midland route. Assuming that the Newcastle and Swansea through train *via* Woodford and Banbury be not restored, these would include one through train between Newcastle and Cardiff (or beyond), passing at Gloucester from the London Midland to the Western Region. Leaving Newcastle at 11 a.m. this train would be at Gloucester at about 5 p.m., and Cardiff (calling at Chepstow and Newport) at 6.40, preceding the 3.55 from Paddington to West Wales, and would return from Cardiff at about 11.30 a.m. and Gloucester at 1 p.m., reaching Newcastle at 7.15 p.m. This would affect the present service of two through trains daily between Cardiff and Birmingham (Snow Hill), *via* Gloucester, Cheltenham (Malvern Road) and Stratford, now 8.35 a.m. and 5.5 p.m. from Cardiff and 9.10 a.m. and 3.45 p.m. from Birmingham. Later departures from Cardiff are suggested, at 10 a.m. (as the 8.35 from Cardiff to Paddington would give a good service to Birmingham by London Midland from Gloucester) and 6.20 p.m., with return workings from Snow Hill at about 9.10 a.m. and 5.5 p.m., the usual stops at Newport, Chepstow, Gloucester, Malvern Road and Stratford being made in each direction.

Last come the important Severn Tunnel West and North services, heavy trains of complicated formation, and bearing none too good a reputation for punctuality. There are five through day trains now running from Bristol to Crewe at 8.15, 12.30, 2.5, 4.30, and 7.15, and because of Severn Tunnel

difficulties, no increase in their number is suggested. We do, however, propose a simplified marshalling, the cancellation of all through portions to Birkenhead, and the working of all Liverpool (Lime Street) traffic, from Bristol and from Cardiff, over the Western Region from Shrewsbury to Chester and *via* Frodsham into Liverpool, which would ease the work at Crewe, and accelerate the journey from Shrewsbury to Manchester. Shrewsbury to Lime Street *via* Chester is 70 miles compared with 68 *via* Crewe, but the journey *via* Chester could easily be accomplished in 1½ to 2 hr., whereas the journey time between Shrewsbury and Liverpool *via* Crewe now averages 2 hr. 8 min. by the eight services given, and takes just under 2 hr. in one instance. There would probably be some saving in mileage on both Regions, as existing Western Region trains could in several cases carry the Lime Street portions between Shrewsbury and Chester.

The 8.15 a.m. from Bristol, which is a through train to Manchester from Bristol and Cardiff and would connect at Shrewsbury with the proposed 8.40 a.m. from Paddington to Chester, is due at Crewe at 12.37, and its north traffic would catch the 1.3 from Crewe to the North—one of the London Midland services suggested in our third article of October 1. Next comes the 12.45 p.m. from Cardiff to Liverpool and Manchester, which would transfer its Liverpool portion at Shrewsbury to the Bournemouth—Birkenhead train, and must arrive at Crewe by 3.50 to connect with the 4.3 to the North. The 12.30 from Bristol (a through train from Plymouth at 8.45 to Liverpool and Manchester with a Torquay—Manchester portion attached at Newton Abbot) is now advertised from Crewe at 4.50, and must arrive at 4.40 to connect with the 5.3 to the North, and the 2.5 from Bristol (Penzance to Liverpool and Manchester and Torquay to Manchester) should be in Crewe by 5.50, instead of 6.21, to catch the 6.3 to the north. A Cardiff to Liverpool train would precede it to Shrewsbury, to enable this acceleration (a vast improvement to the service) to be carried out. The 4.30 and 7.15 p.m. from Bristol need no alteration.

Coming west from Crewe, the 10.17 a.m. (9.10 from Manchester) would run as now, but there would be no 10.45 from Crewe, as the 9.25 a.m. from Liverpool to Bristol and Penzance would run to Shrewsbury *via* Chester, and the 9.20 Manchester to Cardiff, now 10.27 from Crewe, would run later, connecting at Crewe with a proposed 10.42 arrival from the north, and follow the Liverpool to Bristol train from Shrewsbury. The 1.22, 4.7, and 8.15 p.m. departures from Crewe would make good connections from the north at their present advertised times, and a 7.55 p.m. already runs from Chester to Shrewsbury to join the last-named train.

A summary is attached of the departures from and arrivals at Paddington under the proposals outlined in this article, but it must be emphasised that the arrivals, particularly of the semi-fast services and of trains from the north *via* Oxford, are approximate. Some extra stops may be necessary, and some accelerations may be practicable, when the suggestions are examined in detail.

PROPOSED DEPARTURES FROM PADDINGTON OF EXPRESS AND SEMI-FAST TRAINS

	From	Departure times
West of England and Weymouth <i>via</i> Lavington		8.30, 9.30, 10.30, 11.30 a.m. 12.30, 1.30, 2.30, 3.30, 5.30, 6.30 p.m.
Bristol	...	7.15, 8.15, 9.15, 10.15, 11.15 a.m. 12.15, 1.15, 2.15, 3.15, 4.15, 5.15, 6.15, 7.15 p.m.
South Wales and Gloucester, etc.		8.55, 9.55, 11.55 a.m. 12.55, 1.55, 3.55, 4.55, 5.55, 6.40, 6.55 p.m.
North via Bicester	...	8.40, 9.10, 10.10 a.m. 12.10, 12.40, 2.10, 4.10, 5.10, 5.40, 6.10, 8.10 p.m.
North, Worcester, etc., <i>via</i> Oxford	...	7.8.35, 9.45, 11.45 a.m. 1.45, 3.30, 4.45, 6.5, 6.45, 7.45 p.m.

PROPOSED ARRIVALS AT PADDINGTON OF EXPRESS AND SEMI-FAST TRAINS

	From	Arrival times
West of England and Weymouth <i>via</i> Lavington		12.5, 1.5, 1.40, 4, 4.5, 4.35, 5, 7.5, 8.35, 9.10, 11.30 p.m.
Bristol	...	9.50, 10.30, 11.25 a.m. 12.50, 1.25, 2.50, 3.50, 4.25, 5.50, 6.30, 7.25, 8.50, 9.50 p.m.
South Wales and Gloucester, etc.		10.15, 10.50, 11.10 a.m. 12.15, 1.10, 3.15, 4.15, 6.10, 7.15, 8.15, 9.15 p.m.
North via Bicester	...	9.50, 10, 10, 11.10 a.m. 12.10, 1, 2.10, 4.10, 6, 6.10, 7.15, 9.15 p.m.
North, Worcester, etc., <i>via</i> Oxford	...	10, 10.25, 11.30 a.m. 12.25, 2.15, 3.30, 5.10, 5.55, 7.40, 9, 11.25 p.m.

LETTERS TO THE EDITOR

(The Editor is not responsible for the opinions of correspondents)

Locomotive Fuel Economy

390, Wakefield Road,
Huddersfield. October 22

TO THE EDITOR OF THE RAILWAY GAZETTE
SIR.—By sending a letter, published on page 459 of your October 22 issue, that avoids the essential point in favour of irrelevant generalities, Mr. Opie tacitly affirms that his only defence for the century-old proposition with which he opened the discussion is to re-state it. He thus wisely stops short of endeavouring to describe by what practical measures he would expect to succeed, where others have tried and failed, in achieving the advantage that he at first thought to be possible. Taking things for granted is a common source of error; correction of error, though tiresome, is a duty in the interests of progress.

Yours faithfully,
W. A. TUPLIN

Birmingham trains from Marylebone, via High Wycombe and Banbury, with Coventry and New Street served via Leamington.

Apparently the London Midland Region is somewhat unwieldy. Why not obtain relief by forming a new Region, consisting of the former Midland, Great Central, and Lancashire & Yorkshire railways with, of course, certain exceptions?

Yours faithfully,
P. M. BROOKE-HITCHING

Diehard!

Awbridge Danes,
nr. Romsey, Hants. October 25

TO THE EDITOR OF THE RAILWAY GAZETTE
SIR.—The Government has destroyed the old railway companies. The companies were pioneers; they stood the test for over a hundred years, and were the model for other nations.

Now the Government has substituted a bastard civil service organisation, altogether unsuitable to British conditions, with the result that £59,000,000 was lost during 1947. So what?

Yours faithfully,
SAM FAY

A "Concession" by the Executive

2, Wickford Avenue,
Pitsea, Essex. October 20

TO THE EDITOR OF THE RAILWAY GAZETTE
SIR.—On and from July 1 the Railway Executive directed that clerical staff would be entitled to 12 miles free travel allowance irrespective of the Region on which they were employed.

On the L.M.R. (L.T.S. Section) the concession works in a peculiar manner. Before July 1 my quarterly season ticket, including a portion over the L.T.E., cost £2 14s. 5d., a quarter of the charge made to the public. On and from July 1 two tickets are required and the cost is £2 11s. 9d. Thus a free travel allowance for three months at 24 miles a day (2,184 miles) reflects a saving in actual money of 2s. 8d.

Surely this cannot be the boon envisaged by the Executive when the concession was granted!

Yours faithfully,
H. B. WHITE

Correction and Compliment

"Daily Mail," Northcliffe House,
London, E.C.4. October 21

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR.—Knowing my colleague's bashful nature, and suspecting that he does not take as close an interest in railways as do I, I take the liberty of protesting against the quotation on page 433 of your issue of October 15, in which "Ian Coster" is quoted from the *Daily Mail*.

Oddly enough the poor man's name happens to be Ian Coster, and quotation marks are not required, any more than they are with the name of your obedient and, may I say, most respectful and admiring reader and servant.

EUAN BUTLER,
Foreign Editor

London Midland Region Paint Laboratory

Griffiths Bros. & Co. (London) Ltd.,
Macks Road,
London, S.E.16. October 22

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR.—No one would wish to belittle the excellent research work on paints which has been contributed by this laboratory, but the article in your issue of October 8, 1948, may give the impression that this is the only laboratory engaged on problems connected with paint and allied products.

Apart from the two thousand or so persons employed by the members of the industry for developing and controlling their companies' products, the industry, in association with the Department of Scientific & Industrial Research, maintains the Paint Research Station, at which nearly one hundred scientific workers are employed. The Paint Research Station carries out the same type of research as the Paint Laboratory of the London Midland Region, but addresses itself to a much wider range of problems.

Yours faithfully,
KEITH L. THORNBERY,
Governing Director

The Distant Signal

The Old Manor, Salisbury,
Wilt. October 22

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR.—Although not the point under discussion on the subject of the distant signal, it might be interesting to consider whether the indications of this signal are as different as they might be from those of a stop signal.

The optimum would seem to be to use different colours and positions. Short of this, yellow is logical for the caution indication, but green is used for clear in both cases, although there is a slight difference of meaning between the two.

The arm of a distant might be operated in the 45 deg. and 90 deg. (vertical) positions to avoid the horizontal position of a stop signal at danger; these would not be distinctive where three-position signalling is in use.

It would seem that three-position arms have the advantage of giving a driver information of the next signal when, as frequently happens, there are a number of curves. Even on a straight piece of line the information is useful, particularly in thick weather. There is some extra expense, of course, but this might be outweighed by the advantages gained.

Yours faithfully,
COURTENAY BARRY

Are Timetables Really Necessary?

2, Kensington Palace Gardens,
London, W.8. October 27

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR.—In your issue of October 22, Mr. de Malglaive complains that on a night journey from Glasgow he arrived at Euston 35 min. late. He was indeed fortunate. Many travellers by the London Midland Region must envy him!

The answer to his query is that entirely new timetables are really necessary. The present ones are patched-up affairs from the old L.N.W.R. days. New ones might be based on the suggestions that you have made under the heading of "Shorter Trains and More of Them."

Having regard to the congestion at Euston (and to a lesser extent at Paddington), it might be expedient to run all the fast

The Scrap Heap

The wheel that squeaks the loudest gets the grease.

We are interested, amused, but not surprised by the report that the Minister of Agriculture, on his way to Liverpool, caught a train for Grantham and had to pull the communication cord.

It is, however, to the credit of Mr. Tom Williams that, unlike his fellow Ministers, when he finds himself on the wrong lines he has the presence of mind to pull the communication cord.—From "An Editorial Diary" in "The Glasgow Herald."

100 YEARS AGO

From THE RAILWAY TIMES, Nov. 4, 1848

SOUTH-EASTERN RAILWAY.—ALTERATION OF TRAINS.—The following is the order of this Company's Trains during the month of November.—

DOWN TRAINS, from London-bridge.		UP TRAINS, from Dover.	
a.m.	7:30 1st, 2nd, and 3rd class (Parl.)	2:00 Mail express, 1st class only.	
10:30	Mail, 1st and 2nd class.	6:0 1st, 2nd, and 3rd class.	
p.m.	1:30 1st and 2nd class.	8:0 Express, 1st class only.	
4:30	Express, 1st class only.	10:0 Mail, 1st and 2nd class.	
5:30	1st, 2nd, and 3rd class.	8:00 1st, 2nd, and 3rd class.	
8:30	Mail express, 1st class only.	6:0 1st, 2nd, and 3rd class (Parl.)	

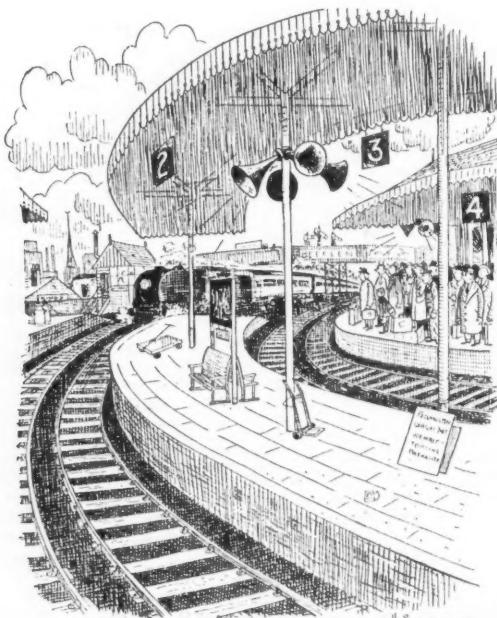
SUNDAY TRAINS.		SUNDAY TRAINS.	
a.m.	6:30 1st, 2nd, and 3rd class (Parl.)	2:00 Mail express, 1st class only.	
10:30	1st, 2nd, and 3rd class.	6:0 1st, 2nd, and 3rd class.	
p.m.	5:30 1st, 2nd, and 3rd class.	8:0 1st, 2nd, and 3rd class.	
8:30	Mail express, 1st class only.	6:0 1st, 2nd, and 3rd class (Parl.)	

The splendid steam-ships of the South-Eastern and Continental Steam Packet Company sail daily between Folkestone and Boulogne, and Dover and Calais.

Trains to Greenwich every quarter of an hour, from 7:45 a.m. until 9:45 p.m., and from Greenwich from 7:30 a.m. until 9:30 p.m.

Time bills and all particulars regarding the branch trains can be obtained at 40, Regent-circus; at the London-bridge and all other stations on the South-Eastern Railway.

G. S. HERBERT, Secretary.
London Terminus, 3rd November, 1848.



"The train arriving at platform two has, I'm afraid, caught us completely on the wrong foot"

(Reproduced by permission of the proprietors of "Punch")

RAILWAY FARES

In a recent issue you reported Sir Cyril Hurcomb, Chairman of the Transport Commission, as saying: Whether we like it or not, we are not holding the passenger traffic on the railways.

Recently I had occasion to visit Brighton. The cost by train was 14s. 3d. return from Victoria Station. The cost by motor-coach from Victoria coach station is 5s. 9d. return. It is only fair to add that there are cheap excursions on the train on Wednesdays and Sundays, but this does not help much if one has to travel on a Thursday!—Mr. H. G. Ockwell in a letter to "The Times."

CIVIL SERVICE GROWTH

In the days of Mr. Gladstone the Civil Service numbered fewer than 100,000.

By 1902, when the Boer War was on, the Civil Service had reached 107,000.

By 1914 it was up to 250,000. World War I lifted the total permanently above 300,000.

By January, 1929, it was 302,000. A brief spell of Socialist Government in 1931 without any war in sight raised it to 313,000.

Another war on the way and the number on the civil pay-roll increased to 388,000 by April, 1939.

World War II brought the biggest lift of all—to 701,000 by October, 1945.

After three years of peace the figure for July of this year had gone up again—to 715,000.—From the "Daily Express."

RAILWAY PENSIONS

Sir.—It is perhaps a delusion to expect the family spirit to survive the State ownership of railways. I think back nearly thirty years and recall the happy service rendered to the Midland Railway Company, and the appreciation given by

intimate association with the chiefs and sometimes the directors of that concern.

There came a time after the first world war when those who had retired on pensions, guaranteed by the rules of the superannuation fund, had difficulty in meeting the increased cost of living. The directors of the Midland Railway Company instituted a "voluntary fund" (and contributed to it), whereby we were invited to have increased deductions from the pay so that help could be given to the pensioners then in sore need. This scheme was a great success.

The circumstances of present pensioners who retired before the war bonus became consolidated as salary are now of extreme tightness. The Railway Executive has had appeals from different sources for some assistance to be given, but declines to do anything for the pensioners. This is coldness typical of State control.—Mr. H. Chandler, Secretary of British Railways Superannuitants' Association, in a letter to the "Manchester Guardian."

PRE-GROUPING LABELS

Mr. R. A. Savill writes: "With reference to Mr. D. S. Colman's letter on the subject of luggage labels in your issue of October 8, I should like to point out that the use of pre-grouping luggage labels throughout the country is a frequent practice. I have an extensive collection of these labels, embracing the majority of our pre-grouping companies; these have been collected during the past fifteen years, and many of them since the war. At Forres, Scottish Region, practically every label in use is headed 'Highland Railway Company,' and I enclose one

THE HIGHLAND RAILWAY COMPANY

LUGGAGE.

RUGBY

Via Dunkeld, Cal., and L. & N.W.

CAMBRIAN RAILWAYS.

TO
St. ASAPH

of these Highland labels which may be of interest. It is routed to Rugby via Dunkeld, Cal., and L. & N.W. (sic). I also enclose two other luggage labels found in current use—one Cambrian, the other Midland & South Western Junction (the latter not reproduced). This minor branch of the railway hobby may at first sight seem to be eccentric; in point of fact, however, the collection of these labels, with their infinite variety of colours no longer seen, routes no longer used in the normal flow of traffic, and names of stations long since closed or changed, makes a most absorbing and often instructive study."

The Flemish Academy in Antwerp has decided that the correct Flemish name for a motorcar is: Snelpaardelooszonder-spoorwegpetrolnijtuig—literally "fast-horseless-without-railway-petrol-carriage."

TAILPIECE

No!

No sun—no moon!
No morn—no noon—
No dawn—no dusk—no proper time of day—
No sky—no earthly view—
No distance looking blue—
No road—no street—no "t'other side the way"—

No end to any Row—
No indications where the crescents go—
No top to any steeple—
No recognitions of familiar people—
No courtesies for showing 'em!—
No knowing 'em!—
No travelling at all—no locomotion,
No inkling of the war—no notion—
"No go"—by land or ocean—
No mail—no post—
No news from any foreign coast—
No Park—no Ring—no afternoon gentility—

No company—no nobility—
No warmth, no cheerfulness, no healthful ease,
No comfortable feel in any member—
No shade, no shine, no butterflies, no bees—
No fruits, no flowers, no leaves, no birds—
No November!

—Thomas Hood in "Good Housekeeping."

OVERSEAS RAILWAY AFFAIRS

(From our correspondents)

SOUTH AFRICA

Clerical Staff Promotion

The Administration has appointed a committee to inquire into and report on the avenues of advancement open to all clerical staff. The committee will visit the larger centres in the course of its inquiries. Any member of the clerical staff may submit written representations to the committee on matters within its terms of reference.

The committee will inquire into equality of opportunity of promotion for outside clerical staff, as compared with headquarters clerical staff; categorising of clerical work to give a better determination of avenues of promotion of the various groups of staff in relation to their experience; and the transfer of outside staff to headquarters offices being regulated according to a properly defined plan.

Future Expenditure

Speaking at a convention of the Federated Chamber of Industries held in East London recently, the General Manager of Railways, Mr. W. Marshall Clark, said that the railways could not operate efficiently without the necessary equipment. Many marshalling yards were obsolete, many stations too small, and many goods yards and loading banks inadequate.

It had not yet been possible to secure sufficient engine-power and rolling stock. The railways were rebuilding as fast as possible, but limiting factors such as labour and material shortages and rising prices frequently made a revision of estimates necessary. He estimated that £150,000,000 would be spent over a period of years on the various projects now in hand and contemplated. This eventually would raise the capital investment of the railways, with their associated services, to more than £400,000,000, on which interest had to be earned.

During the next five years it was proposed to buy over 50,000 goods vehicles, more engines, 1,000 new passenger coaches for main-line services, and some 500 suburban coaches.

With their associated services the railways were the greatest single business enterprise in the country, with an annual stores turnover of £70,000,000 and with over 180,000 people on the payroll. The wage bill last year exceeded £54,500,000, and nearly £15,000,000 was spent on railway purchases in the Union alone.

RHODESIA

Revenue and Tonnage

The total revenue (including the Vryburg-Bulawayo section) for July amounted to £744,079, the highest on record. Expenditure totalled £558,078, leaving a net operating revenue of £186,001 for the month. A record tonnage of 411,726 was carried over the lines north of Bulawayo during that month. This was 74,281 tons more than the figure for the corresponding month in 1947.

Traffic Figures

During the four months ended July 31 passengers carried over the lines north of Bulawayo totalled 724,574, 1,840 fewer than in the same months of 1947. The main drop was in second class European traffic. Native (fourth class) passengers increased, however, and certainly will increase further as soon as additional coaching stock is available. In the same period

mineral traffic amounted to 364,001 tons, an increase of 77,127 tons on the comparative figure for last year. Of this increase, chrome and copper accounted for 41,726 and 20,042 tons respectively. Southern Rhodesian tobacco exports now earn twice as much foreign exchange for the Colony as gold, which has hitherto been the main export. Provisional tobacco figures for the past season are 37,500 tons sold for £10,183,368.

UNITED STATES

Further Freight Rate Increases Sought

While Canadian railways are asking for 20 per cent. freight rate increase, with 15 per cent. interim increase immediately, following the 21 per cent. granted last Spring and now opposed by seven provinces, United States Class I railways, which have had many increases in the past few years, are asking the Interstate Commerce Commission for an increase of 8 per cent. on all but a few freight rates. The increase sought is estimated to produce an added annual revenue totalling \$672,500,000 on the envisaged traffic for 1949 and it is intended to meet a deficiency of \$625,000,000 which the railways state is not offset by previous general freight rate increases.

Under the new proposal the previously-sought increases of 30 cents a net ton and 34 cents a gross ton would be imposed on coal and coke. This is achieved by limiting any increase of present rates to those areas where application of the 8 per cent. would yield more. In an August 26 petition, iron ore was to take 25 cents net or gross ton, with no increase proposed to upper lake ports for transhipment by water. Under the present petition, iron ore would take the full 8 per cent. increase.

The railways asserted that their annual operating costs had increased \$3,503,000,000 since 1939, but that increases in freight rates, passenger fares, and mail and express authorised since then have not yielded sufficient revenues to offset their costs, which have increased 75 per cent., whereas freight rates have increased only about 40-8 per cent.

ARGENTINA

Puerto Santa Cruz—Rio Turbio Line

A decree issued recently by the Government confirms the acceptance by the Ferrocarril Nacional Patagonico of tenders for the completion of earthworks, bridges, culverts, track-laying, station buildings, and telegraph lines, of the new Puerto Santa Cruz—Rio Turbio railway (see our issue of June 11). The total cost involved in this work is ps. 164,542,730.28, and the final cost of the line, including locomotives, rolling stock, workshops, and so on, is estimated at ps. 268,944,036.55. The rails will be imported from Italy. Construction must begin by November 24 next and be completed by February 14, 1952.

New Names for the Railways

President Perón has signed a decree establishing that in future the principal railways will bear the names of outstanding figures in Argentine history, as follows (former names are given in parentheses): Ferrocarril Nacional General San Martín (Buenos Aires & Pacific); Ferrocarril Nacional General Belgrano (Argentine State); Ferrocarril Nacional General Bar-

tolomé Mitre (Central Argentine); Ferrocarril Nacional General Urquiza (Entre Ríos, and Argentine North Eastern); Ferrocarril Nacional General Roca (Buenos Aires Great Southern); Ferrocarril Nacional Domingo Faustino Sarmiento (Buenos Aires Western). The exception is the isolated part of the former State Railways in Patagonia, which is now known as the Ferrocarril Nacional Patagonico; this system connects with the former Buenos Aires Great Southern Railway. (The changes formed the subject of editorial comment in our October 29 issue).

Gauge Unification

At a recent Cabinet meeting, it was decided, on the recommendation of the Secretary of Transport, to unify the gauges of all Argentine railways. An inter-ministerial committee was named to study the matter and present its recommendations for the execution of the work in several stages, spread over a lengthy period, taking into account the magnitude of the change, whichever gauge may be finally adopted as standard. At present there are 23,274 km. of broad-gauge (5 ft. 6 in.), 2,998 of standard-gauge, and 17,527 of metre-gauge lines.

As regards rail connections with the systems of neighbouring countries, it may be noted that those with Chile and Bolivia, and the future link with the southern Brazilian system via the Paso de los Libres—Uruguayana international bridge, are metre gauge, while that with Paraguay is standard gauge. The Uruguayan system is also standard gauge, but there is no connection at present, neither is any expected in the near future, although the establishment of ferry-boat interchange would be quite feasible.

GERMANY

Mileage and Capital Investment

Before the war, the system of the Reichsbahn totalled 33,720 route-miles (before the Austrian Federal Railways were incorporated). Of that total, some 6,830 route-miles are now located in the territories ceded to Poland or incorporated in the Soviet Union. The dismantling of the second track on main lines in the Soviet-occupied zone resulted in the removal of about 5,590 track-miles of permanent way. Track-miles in the British-American bizonal totalled 15,525 miles at the end of 1947; in the French zone the total was 3,105 miles. The pre-war invested capital of the Reichsbahn was Rm. 29,560 million, of which the present bizonal accounted for Rm. 13,600 million, the French zone for Rm. 2,960 million, the Soviet zone for Rm. 7,090 million, and the territories to the east of the Oder-Neisse frontier for Rm. 5,910 million.

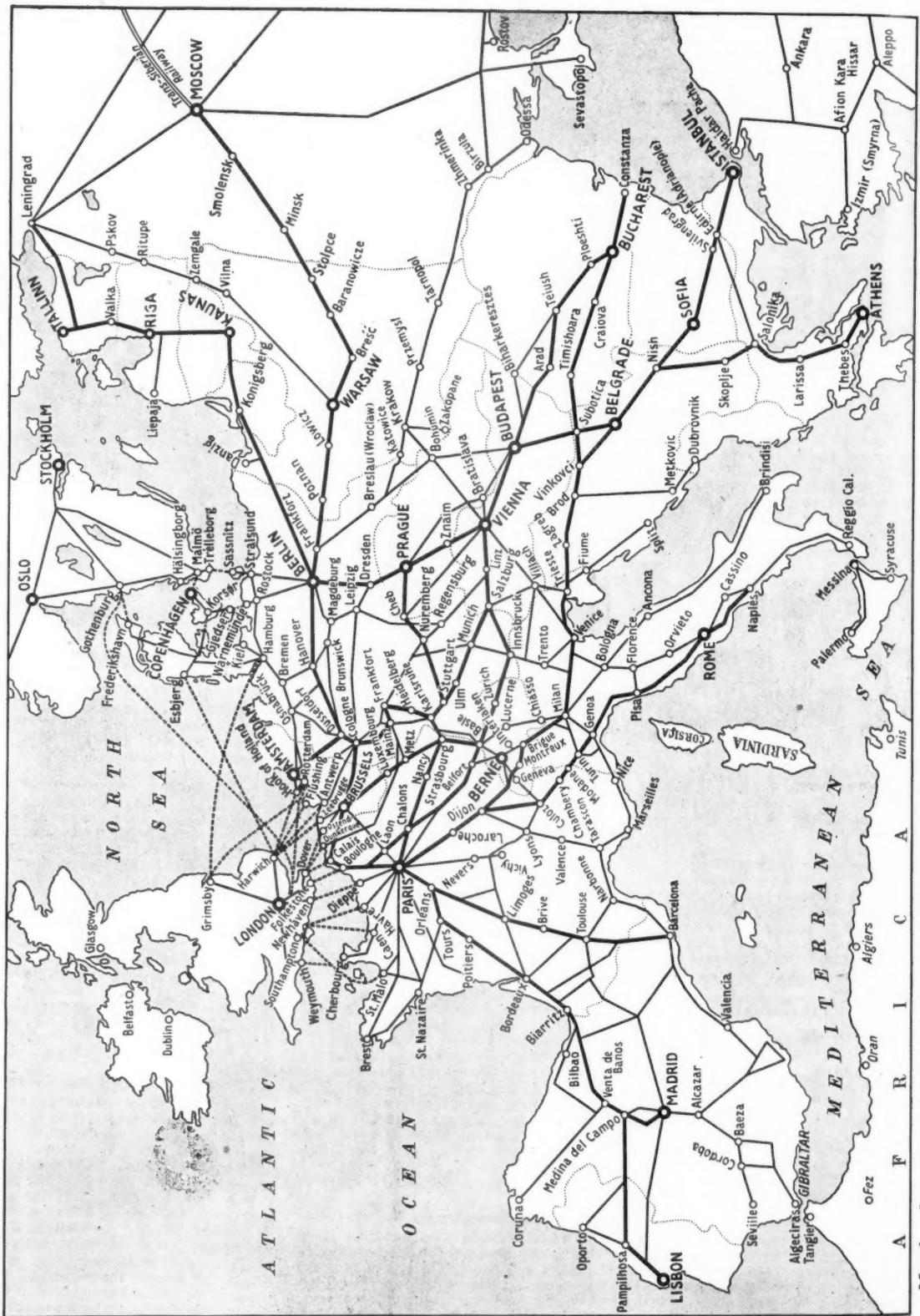
JUGOSLAVIA

Five-Year Plan and the Railways

Under the five-year plan the route mileage of the Jugoslav railways is to be increased to 7,297 by the end of 1951, or an expansion of about 20 per cent. on the 1938 total. A further 267 route-miles will be begun towards the end of the plan.

The target figures for 1951 for locomotives are 2,200, coaches 4,500, and wagons of all types 65,000. As no particulars are available, however, of the output capacity of locomotive and rolling stock works, it is uncertain whether the building of the new locomotives and stock is likely to be fulfilled within the limit of the five years. At present three locomotive and rolling stock works are known to exist in Jugoslavia, in addition to the railway repair shops.

International Express Services



Map based on pre-war international expresses amended to include certain of the changes effected in recent services as a result of the International Timetable & Through Carriage Conference at Krakow

International Timetable & Through Carriage Conference in Krakow

European express services and connections arranged for next summer

In accordance with the decision agreed at the 1947 International Timetable & Through Carriage Conference in Istanbul, when the Polish Railways extended an invitation for the Conference to meet in Poland during 1948, the Conference was held during the period October 6 to 16 in the old University City of Krakow. This international conference was last held in Poland in 1929, when delegates from the various Continental railways administrations, etc., met in Warsaw. Representatives of railways, steamship lines, and so forth, from the following countries journeyed to Krakow for the Conference:—

Belgium	France	Luxembourg	Sweden
Bulgaria	Greece	Holland	Switzerland
Denmark	Hungary	Norway	Czechoslovakia
Germany	Italy	Austria	Turkey
Gt. Britain	Free Terri-	Poland	U.S.S.R.
Finland	tory of	Roumania	Jugoslavia
		Trieste	

As usual, the administrative arrangements for the Conference were carried out in excellent manner by the Swiss Federal Railways (the Managing Administration), and the Polish Railway Authorities accorded a hearty welcome to the delegates and arranged a programme of excursions to enable delegates and their wives to visit places of interest during the short stay in Poland.

Delegates of the British Railways travelled to Krakow by the "Orient Express" service from Paris (Est), and the throughout journey occupied 33 hours. No difficulties were encountered en route, although delays took place at certain of the frontiers on account of passport, currency, etc., controls. The Cie. Internationale des Wagons-Lits arranged for sleeping accommodation to be reserved for delegates attending the Conference, and additional sleeping cars were attached to the "Orient Express" from Paris. The Polish Railways greatly facilitated the journey arrangements by working the delegates' sleeping cars specially from the Polish frontier to Krakow, thus avoiding the necessity for changing at Katowice.

The Conference itself was held in the Salles du Conseil National Municipal de Krakow, a spacious building in the Ulica Poselska, and facilities provided in the Conference building for delegates included a Post Office, Information Office (staffed by the Polish Travel Organisation "Orbis"), souvenir kiosk and buffet.

Krakow, Poland's ancient capital and residence of her kings, unlike Warsaw, did not suffer damage during the second world war, although occupied by the enemy, and, as a tourist centre, attracts many visitors from all parts of Poland. The city is the seat of the Polish Academy of Science, and students from the many Polish towns find their way to Krakow to seek knowledge in the various academies of this University city.

So that delegates and their wives might see as much of Poland as possible during their short stay, the Polish Railways arranged sight-seeing tours and excursions, which included a visit to Zakopane, situated at the foot of the Tatra, the highest mountain in Poland (where Polish people foregather for skiing, climbing, etc.), a visit to the world-famous salt mines of Wieliczka, and an excursion by special train to the Polish

city of Wroclaw (formerly Breslau). Delegates participating in the latter trip were able to visit the Polish Exhibition of Recovered Territories which was open in Wroclaw.

Many important questions were discussed at the Conference and these chiefly affected the running of the principal international expresses operating from Paris and other capitals. Particulars of decisions arrived at are set out hereunder:—

"Simplon-Orient Express."—At present this express arrives in Belgrade in the evening of the third day after departure from Paris, and with a view to obtaining a speed-up of the service, an arrival in the early morning (Day "C") at Belgrade was sought. It was impossible, however, to arrange for the express to operate other than by day between Svilengrad and Python, and night travel between Zagreb and Belgrade could not be arranged by the Jugoslav Railways, so that accelerations envisaged cannot be effected until later on. The journey time, however, of the "Simplon-Orient Express" as between Paris and Milan will be shortened by 1½ hours from May 15, 1949, and passengers by this train will, from that date, leave Paris (Lyon) at 11.15 p.m. (instead of 9.15 p.m.) and arrive in Milan at 2.5 p.m. This alteration will mean that passengers from England for the "Simplon-Orient Express" service to the Near East, etc., will leave London (Victoria) at 2 p.m. instead of 10 p.m. from May 15 next, and will travel by the Folkestone-Calais afternoon service. In the reverse direction, passengers by the "Simplon-Orient Express" will arrive at Paris (Gare de Lyon) at 6.30 a.m., commencing May 15, 1949, and passengers for England will cross from Calais by the mid-day steamer service to Folkestone (Victoria arr. 4.5 p.m.). A considerably earlier arrival in London will thus be possible.

The through first and second class sleeping car and carriage (forming the Rome branch) which for some time have been attached to the "Simplon-Orient Express" as between Calais and Milan will, from May next year, revert to the Calais-Paris-Modane route (the pre-war route of the Rome Express). These through vehicles will continue to connect at Calais with the Dover-Calais ("Golden Arrow") steamer, but passengers will go forward from Paris earlier than at present.

"Orient Express."—In consequence of accelerations of this service over the French, German and Austrian railways, a later departure of the "Orient Express" from Paris (Gare de l'Est) will be possible from May 15, 1949, when the service will be timed to leave Paris (Est) at 8 p.m. instead of 6.50 p.m. The margin of time in Paris between the arrival of the trains from Calais and the departure of the "Orient Express" at present is small, but with the later departure from Paris, passengers by the morning Calais boat trains from Victoria (including "Golden Arrow") will have ample time in Paris to make connection with this important European express. In the inwards direction the "Orient Express" will arrive in Paris at 8.45 a.m. (instead of 11.50 a.m. as now) and passengers arriving there by this train will be able to continue their

journey by the "Flèche d'Or" Pullman service from Paris (Nord) to London (Victoria).

The acceleration of the "Orient Express" service from May 15 next will enable through vehicles to operate from the Hook of Holland to Warsaw, Prague, Munich and Vienna, in connection with the British Railways' London-Harwich-Hook of Holland night service.

Arrival times agreed for the "Orient Express," commencing May, 1949, are as follows: Munich 12.58 p.m. (Day "B"); Vienna 10 p.m. (Day "B"); Budapest 7.45 a.m. (Day "C"); and Bucharest 6.20 a.m. (Day "D").

"Arlberg Express."—As from May 15, 1949, this train will leave Paris (Est) at 9 p.m. (instead of 11.20 p.m.) and connect with the morning Calais boat trains from London (Victoria). This earlier departure of the "Arlberg Express" from Paris will enable passengers to arrive in Basle, Vienna, Budapest and Bucharest considerably earlier. Passengers by the "Arlberg Express" from the aforementioned places will arrive in Paris at 9.15 a.m. (instead of 7.20 a.m. as now).

For passengers to Austria next summer there will be a through carriage (first and second class) from Calais to Vienna and back. In the outwards direction this through carriage will connect with the 10 a.m. and 10.30 a.m. service from London (Victoria) via Dover-Calais, and passengers in this through vehicle will go forward from Paris (Est) by the 9 p.m. service ("Arlberg Express"). In the return direction this through carriage will connect with the afternoon steamer service from Calais to Dover. Visitors to the Austrian summer resorts no doubt will find this through service very useful, as it will avoid the necessity for changing in Switzerland.

The through first and second class sleeping car from Calais to Vienna will also be available during the summer of 1949 (in connection with the 2 p.m. service from Victoria via Folkestone-Calais). This sleeping car will be attached to the 8.48 a.m. train from Basle (Vienna arr. 6.30 a.m.).

"Nord Express."—Passengers wishing to connect with this train to Germany and Scandinavia will leave London (Victoria) at 11 a.m. via Dover-Ostend, from May 15, 1949, and will be able to reach Copenhagen at 8.25 p.m. the next day. In the direction from Denmark, passengers by the "Nord Express" to Ostend will leave Copenhagen at 9.40 a.m. and arrive London (Victoria) at 8.50 p.m. next day.

London-Paris Services.—Services on the lines of those in force this summer have been arranged for the summer of 1949, with departures from London as follows: 8 a.m. (via Folkestone-Boulogne daily from June 25 to October 1); 10 a.m. and 10.30 a.m. ("Golden Arrow") (via Dover-Calais); 2 p.m. (via Folkestone-Calais); 10 p.m. (via Dover-Dunkerque). In addition to these services there will be services between London and Paris via Newhaven-Dieppe and via Southampton-Harve.

London-Brussels Services via Dover-Ostend.—Commencing May 15, 1949, passengers travelling from London to Brussels via Dover-Ostend will leave Victoria at 11 a.m. and reach Brussels at 7 p.m. Passengers from Brussels will depart 10.35 a.m. and 10.50 a.m. and arrive in London at 8.50 p.m. During the summer season there will be an additional service (Victoria dep. 3 p.m.) and an early morning train from Brussels to connect with a 10 a.m. steamer service from

Ostend, which will afford an afternoon arrival in London.

England-Switzerland Services.—A programme of services between England and Switzerland has been arranged to apply from May 15, 1949. The "Anglo-Swiss Express" (well-known to British visitors to Switzerland) which usually runs via Calais-Laon-Belfort to Basle will, from May 15 next, be routed via Calais-Lille-Strasbourg and arrive in Basle at 7.50 a.m. the day after passengers' departure from London. The 2 p.m. service from London (Victoria) via Folkestone-Calais, will connect with the "Anglo-Swiss Express" at Calais Maritime from the aforementioned date. Returning passengers by the "Anglo-Swiss Express" will travel from Switzerland via Strasbourg-Lille-Calais and connect at Calais with the 12.15 steamer service to Folkestone.

In addition to the "Anglo-Swiss Express" service to and from Switzerland, there will be a through train from Calais to Interlaken and back via Laon daily from about the middle of June until about the middle of September (exact dates to be announced later). This additional service will meet the needs of British passengers wishing to travel to the Oberland.

Continental Connections with Harwich-Hook of Holland Services.—Commencing next summer the first through inter-

national connections since the war (with the exception of Holland) will be available for passengers by the Harwich-Hook of Holland day service. Through first, second and third class carriages will run from the Hook of Holland to Munich and Vienna, and a through first and second class carriage from the Hook of Holland to Prague. In addition, there will be a first and second class through sleeping car three times a week from the Hook of Holland to Warsaw.

The train service from the Hook of Holland to Switzerland and vice versa in connection with the night steamer between Harwich and the Hook of Holland will be considerably accelerated next summer. In the direction to Basle, passengers by this service will arrive in Basle at 10.45 p.m. instead of 6.15 a.m. the next morning, and in the reverse direction passengers will be able to leave Basle at 6.30 a.m. instead of 11.29 p.m. previous evening. Restaurant facilities will be available on this service from the Hook of Holland to Basle instead of from the Hook of Holland to Frankfort. An additional first, second and third class carriage will run from the Hook of Holland to Frankfort in connection with the night steamer from Harwich. This through vehicle will be routed via Koblenz instead of via Wiesbaden.

Third class sleeping accommodation will be available next summer on the "Scandinavian Express" from the Hook of Holland to Copenhagen. The through carriage, first, second and third class, from the Hook of Holland to Osnabrück will be extended to run to Hamburg-Altona.

British Railways Representation

The Railway Executive (British Railways), London, was represented at the Conference by:—

Mr. L. H. K. Neil, Continental Traffic Manager, Eastern and North Eastern Regions, British Railways, and Mr. R. E. Sinfield, Continental Superintendent, Southern Region, British Railways.

The British Railways' delegation to the International Timetable & Through Carriage Conference was composed of the following delegates:—

Southern Region (also representing Western Region): Messrs. R. E. Sinfield, E. W. Dean, and S. W. Robins.

Eastern and North Eastern Regions (also representing London Midland Region): Messrs. L. H. K. Neil and P. C. Henley.

The next International Timetable & Through Carriage Conference will be held at Brighton, from October 5 to 15, 1949.

Track Renewal in Standedge Tunnel, London Midland Region

Pre-assembled relaying in the third longest tunnel on British Railways

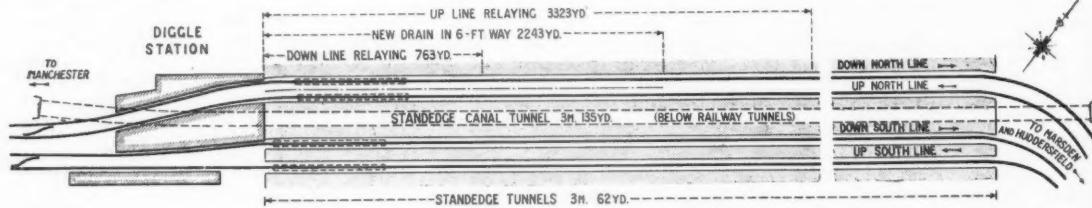
THE Manchester-Leeds main line of the London Midland Region of British Railways is carried through the Pennine Range, between Diggle and Marsden, in Standedge Tunnel, 3 ml. 62 yd. long, the third longest main-line tunnel in the country. The railway is quadrupled, and separate single-line tunnels were constructed for the two tracks on the south side. All three tunnels are unique in having water troughs at the west end. The Huddersfield Canal is carried through the

range in a separate tunnel, below the level of the railway.

The renewal of 4,086 yd. of track in the double line tunnel (3,323 yd. on the up line, and 763 yd. on the down) has just been completed. Work was started on Saturday, September 25, and was carried on continuously for three days and nights. A special lighting system was installed, and plug-in telephone points were established, at intervals of 400 yd., to enable the engineers to keep in touch with the

staff outside the tunnel. The construction of 2,243 yd. of new drain in the 6-ft. way preceded the relaying operation.

Two relaying trains, each loaded with forty 60-ft. lengths of pre-assembled track, were run into the tunnel separately at intervals of ten hours. The trains were equipped with special relaying cranes, loaned by the Southern Region, for removing the old material, and laying the new track. The shifts of men working in the tunnel were changed when each train had completed a round trip into the tunnel with new material, and out again with a load of old track. The trains operated from Diggle, at the Manchester end of the tunnel, from which point relaying was carried forward in the direction of Marsden, at the east end.



Plan of Standedge tunnels, showing the recent renewal of track

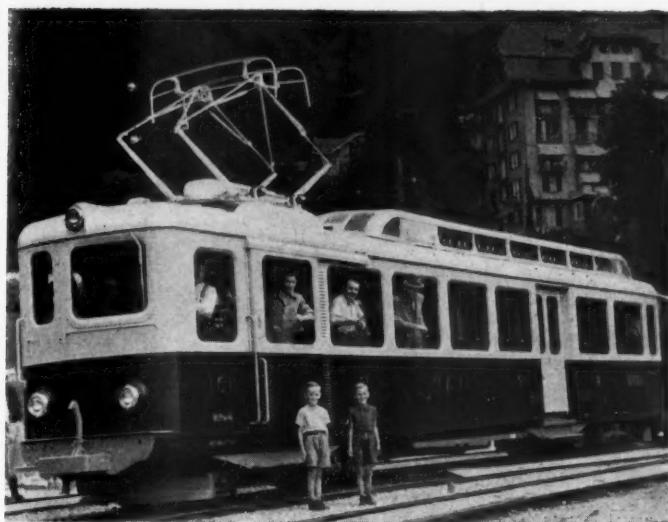
L.M.R. FIRE-FIGHTING SERVICE.—A less known aspect of railway life was brought into the limelight when a British Railways, London Midland Region, fire brigade turned out to fight a fire at Wolverton carriage & wagon works on October 25. The Wolverton works fire brigade, which was the first of four brigades to reach the fire, is one of the 1,026 separate fire-fighting units formed at stations, works and depots on the L.M.R. These railway fire-brigades, manned by 7,700 full-time and part-time firemen, operate a round-the-clock standby to deal with fires on, or close to, railway property. Main works of the

L.M.R. are equipped with fast mobile appliances, and at Crewe, Derby and Horwich, special fire trains are kept ready to deal with big outbreaks; at smaller stations the brigades are equipped to fight fires in their early stages. Each fire train carries 8,500 gal. of water, iron rations for the firemen, miles of hosepipe, and is equipped with foam units for quelling oil fires and powerful mobile pumps capable of delivering 350 gal. of water a minute. The fire brigades are formed round a nucleus of regular officers and men assisted by a force of part-time firemen who work and train while carrying out normal railway jobs.

UNITED STATES RAILWAYS REVENUE INCREASE.—United States railways operating revenues in September were 15.6 per cent. above those in the same month of last year, according to the estimate of the Association of American Railroads. This estimate is based on advance reports from 82 Class 1 railways, whose revenues represent 81 per cent. of total operating revenues. The estimate does not take into account "substantial increases" in operating expenses since last September. Freight revenue is estimated to be 17.4 per cent. above September, 1947, and passenger revenue 2.6 per cent. higher.

New Railcars for Swiss Mountain Railway

Accelerated service now provided on rack-equipped line forming part of the Jungfrau ascent



THREE new railcars were placed in service early this year on the two lines of the Wengernalp Railway from Lauterbrunnen and from Grindelwald to Kleine

Scheidegg. They were built by Lokomotivfabrik Winterthur (mechanical portion) and Brown Boveri & Company, of Baden (electrical equipment), and comprise, in

Progress of Electrification in Austria

ALTHOUGH the conversion of several main-line sections of the Austrian Federal Railways is in hand (Attnang-Puchheim-Linz; Villach-Spittal-Millstättersee; and Linz-Vienna), as reported in our June 4 and August 13 issues, it is believed that the comprehensive twelve-year plan for the electrification of the Austrian railways will not be completed within the time limit set.

The electrification of the first two aforementioned sections will be completed early in 1949, about half a year later than originally envisaged, but it will take about five years to complete the conversion of the Vienna-Linz main line. The long delays result from the continued shortage of materials, mainly copper and rubber, and the slow rehabilitation of the Austrian electrical industry. The electrification of the southern main line, Vienna-Bruck an der Mur-Graz, 131 route-miles, which includes the difficult Semmering Pass section, and the Bruck an der Mur-Klagenfurt-Villach main line, 131½ route-miles, will take some eight years at the present rate of progress. Thus, it is believed that the electrification programme will take about 15 instead of 12 years.

The last group of railways to be converted will be the local lines around Vienna. Of two short, but important, sections also being converted, one is that linking Bregenz with St. Margrethen, connecting there with the Swiss railways. The electrification of this connection between the electrified Bregenz-Innsbruck main line and the electrified Swiss railways will ease considerably the traffic problems between the two countries. The line between Bregenz and St. Margrethen is 8 miles long, and branches at Riedenburg, 1.8 miles south of Bregenz, from the Bregenz-Innsbruck main line. There is a

connecting loop, also to be electrified, between Lauterach, about a mile south of Riedenburg on the Bregenz-Innsbruck main line, which enables through traffic between Austria and Switzerland to avoid Bregenz.

The second short stretch now being converted is between Bischofshofen (junction of the electrified Salzburg-Innsbruck main line, 33 miles south of Salzburg, and the steam-operated Bischofshofen-Selzthal main line) and Eben, a

addition to the driver's cab and a service compartment, a second class compartment with seating accommodation for 15 passengers and a third class compartment for 37 passengers.

Each railcar has a service weight of 23½ metric tons and a length of 49 ft. 9 in. over buffers. The body is mounted on two four-wheel bogies carrying four motors of 110 kW. each (150 h.p.) affording an hourly rating of 600 h.p. Current is obtained at 1,500 volts d.c. from the overhead conductor by pantograph. The maximum number of revolutions of the motors is 2,130 r.p.m. and the maximum speed up gradient is 10.5-13.7 m.p.h. and down gradient 7.5-9.3 m.p.h. There are five different brakes: an electric resistance brake; an electric recuperative brake; a mechanical hand brake; a combined hand and pawl brake; and an automatic brake.

The Wengernalp lines are on the Rüggenbach rack system and have a gauge of 2 ft. 7½ in. The new railcars cover the 6.8 miles between Lauterbrunnen and Kleine Scheidegg in 40 min., and the approximately 5 miles between Grindelwald and Kleine Scheidegg in 35 min., or 27 and 23 min. respectively faster than older stock. Both lines, rising from 2,614 ft. at Lauterbrunnen and 3,392 ft. at Grindelwald, connect at Kleine Scheidegg with the lower terminus (altitude 6,771 ft.) of the Jungfrau Railway. The railcars can propel one or two coaches (according to the gradients), and the seating accommodation of trains so formed is for 100 or 150 passengers.

steep and tortuous 10½-mile section which is difficult to work.

The increased current consumption requirements are to be met in part by the Braz power station, on the western slopes of the Arlberg massif, 84 miles west of Innsbruck, which is nearing completion. Additional requirements for the other lines to be electrified are to be met by the extensions planned for the large Stubaital power station.

Once the conversions now in hand are completed a yearly saving in
(Continued on page 522)

Southern Region Electric Locomotive



Southern Region electric locomotive CC3, the third to be built for main-line service, on a trial run from Norwood to Brighton

Photo

C. J. Holden

New Swedish Electric Sets

Journey time between Stockholm and Gothenburg cut to below five hours by high-speed service

THE Swedish State Railways placed in service on September 1 on the Stockholm-Gothenburg service the first of an initial order of six three-car electric sets, constructed by the Svenska Järnvägsverkstäderna, Linköping, and Kockums, Malmö, with electrical equipment by Asea.

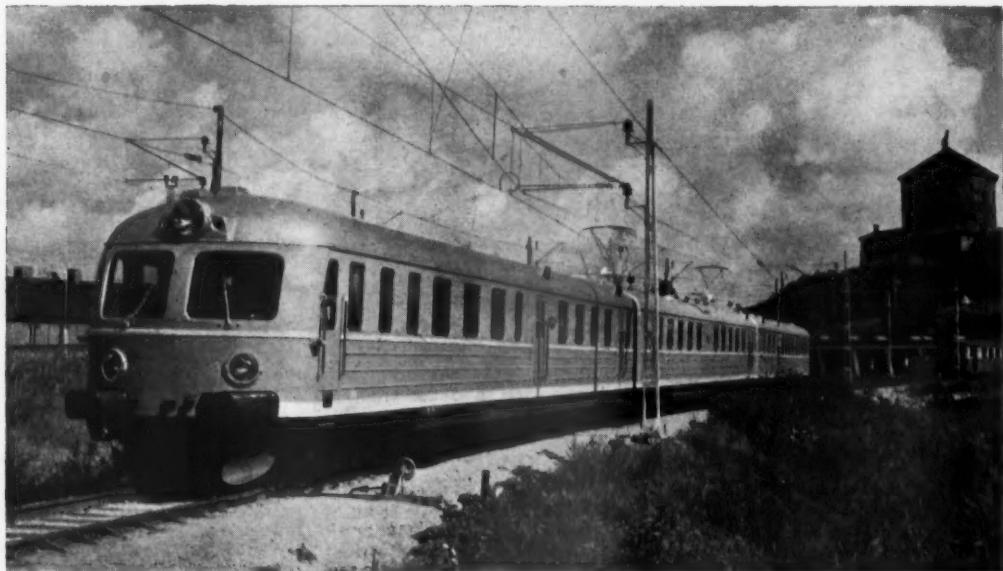
The new service, called "Göteborgaren" (the "Gothenburger"), reduces the time from Stockholm to Gothenburg to 4 hr.

Large side windows give an uninterrupted view of the scenery.

There is accommodation for thirty second class and 148 third class passengers; the second class has revolving easy chairs and the third class comfortable two-seat sofas. Refreshments are served direct to passengers from a pantry, and there is a wide table between every row of seats. The coaches are pressurised, and

graphs. Current is taken through a transformer in this car to the motor coaches. A carbon dioxide foam extinguisher and air vents which close automatically prevent any fire breaking out in the region of the transformer from spreading to the passenger accommodation. The second class accommodation, luggage compartments, and kitchen are situated in one of the motor coaches; the other two coaches have the third class saloons, and in one of these is a refrigerator cupboard.

The overall length of the set is fractionally over 236 ft., and that of one of the end coaches 76 ft. 9 in., the longest coach body built in Sweden. The four



Exterior view of a new electric express set

50 min., or more than 1 hr. less than the previous best schedule; this will be further reduced when track improvements have been completed. The maximum speed envisaged is approximately 135 km./hr.

The sets are distinguished by being finished in an orange shade, with aluminium bronze for the roofs; the standard State Railways livery for coaches is brown. Behind the driving compartment at each end of the set, a glass panel permits passengers to see ahead or to the rear.

a small over-pressure eliminates draught and expels dust and impure air through the ventilators.

Interior walls are of polished hardwood, and baggage racks of aluminium. The swivel chairs and ordinary seats are covered with striped moquette, in red and black, and green and brown, respectively. A loudspeaker system enables the train staff to announce station names and other information.

The centre trailer car carries two panto-

motors have a total power of 1,360 h.p. and the transformer output is 800 kVA.

Seats in the "Gothenburger" must be reserved, at a supplementary charge of kr. 3 for both classes. The schedule is Gothenburg, dep. 7.15 a.m., Stockholm, arr. 12.05 p.m.; Stockholm, dep. 6 p.m., Gothenburg, arr. 10.55 p.m. On October 1, a similar service, operated by the new sets, was instituted between Stockholm and Mjölby (the "Östergötlan"), and Stockholm and Örebro (the "Närkingen").

Progress of Electrification in Austria

(Concluded from page 521)

coal of about 50,000 tonnes will result. The existing stock of electric locomotives will suffice to operate also the services on the lines now in hand. In view of a possible expansion of the traffic, and also with an eye to requirements of the other lines to be electrified, an order was recently placed for 16 electric locomotives, the first of which will not be ready until the end of 1949.

In view of the severe shortage of coal in Austria steam-operated services have not been restored to the same degree as electric services. In the last summer timetable, for instance, the former aggregated but 64 per cent. of the pre-war total, but the latter, at 105 per cent., exceeded it.

FURTHER ELECTRIFICATION IN SWITZERLAND.—Of the route-mileage of the Federal Railways, totalling 1,851.8 inclusive of leased lines and lines (mainly frontier sections) worked for other administrations, all but 98.2 route-miles has been electrified. Although the electrification as soon as possible of remaining sections has been described as desirable, a slower rate of conversion has been adopted because of the shortage of electric locomotives. The amount allocated to electrification in the 1949 budget is fr. 1,535,700 only, as compared with the electrification expenditure of fr. 6,158,492 in 1947. The conversion of the following lines is to be taken in hand in 1949: Monthey-St. Gingolph-Suisse, a 12½-mile line to the south of the eastern end of Lake Geneva; Olten-Läufelfingen-Sissach, 11½ miles, including

the old Hauenstein tunnel to the west of the Olten-Basle main line, which uses the new Hauenstein tunnel between Olten and Sissach; Oberglatt-Niederweningen, 8 miles, branching at Oberglatt from the Zurich-Schaffhausen main line; Oberwinterthur-Etzwilen, 17½ miles; and Winterthur-Wald, 24½ miles. The conversion of the Sissach-Olten and Winterthur-Wald lines is to be completed between 1950 and 1952.

ACCIDENT AT NEATH GENERAL STATION.—Four women received head injuries when an empty Rhondda train crashed into the back of a stationary Carmarthen-London express at Neath General Station, Glamorganshire, on October 28. The up line was blocked, but normal working on the section was resumed two and a half hours later.

How the French Railway Staff in Paris is Fed

A central kitchen provides 14,500 meals a day to railway staff canteens throughout the Paris area



Serving table at the Rue de Rome canteen

DURING the German occupation of France there was great difficulty in providing French railwaymen with the necessary amount of food to enable them to carry out their regular duties. It was therefore decided to set up in Paris a central kitchen to provide a midday meal for railway staff employed in the capital and the suburbs.

The central kitchen, situated in the district of Saint Denis, was first put into service in February, 1943. It supplied meals to a number of canteens situated in and around Paris.

At first the kitchen provided cooked meals, which were distributed in heated

containers, but now, with improved conditions, the food is sent out uncooked to the larger canteens which prepare it in their own kitchens. Today the central kitchen is providing meals for 69 S.N.C.F. canteens, of which 34 obtain prepared meals and 35 do their own cooking. Since its inception the central kitchen has provided some 35,000,000 meals.

The central kitchen is under the control of the well-known firm of Felix Potin et Cie., which is responsible for preparing all meals. All supplies, however, are purchased by the railway administration. The cost of preparing each meal originally was fixed at fr. 3·45, but because of the

increase in wages this has risen to fr. 20·38. In May, 1945, the central kitchen provided 900,000 meals during the month. Today the kitchen sends out 14,500 prepared meals each day.

At first, the price of a meal in the canteen was fr. 11, not including bread and wine, but this figure has risen to fr. 60. When the railway administration provides meals for employees of other firms the charge made is fr. 100.

When the central kitchen was opened the S.N.C.F. made a grant of fr. 3 a meal by way of subsidy. In 1946 this subsidy was raised to fr. 12·50. Since November, 1946, under a new arrangement, the railway administration bears 38 per cent. of the cost of all meals to the various canteens.

The midday meal served at canteens usually consists of three courses: hors d'oeuvres; mutton, beef or sausage, with one vegetable—potatoes or haricot beans; sweet—jam tart or fruit compôte; bread and wine are available at popular prices.

FIRE AT THE INCHICORE BUS WORKSHOP, C.I.E.—The sawmill and timber store at the road vehicle body building workshop of Coras Iompair Eireann, at Inchicore, Dublin, were destroyed by a fire discovered early on October 26. About 30,000 cu. ft. of timber and twenty-five woodworking machines were heavily damaged or destroyed, but the amount of the damage cannot be determined until salvage has been completed. The body shop proper, in which production of single-decked buses, and overhaul and repair of double-deckers, are carried on, was almost undamaged. Sufficient material has been saved, or can be made available, to enable the 22 partly-built single-deck buses on the production lines to be completed on schedule. Arrangements to enable further production to be carried on are being considered. No serious damage was caused to vehicles in the body shop, because of the prompt action of employees; two buses sustained slight damage to glass and paintwork.



Exhibition stand showing service provided by the central kitchen in Paris

How the French Railway Staff in Paris is Fed



French Railways staff canteen in Paris

New Express Locomotives for the Great Northern Railway (Ireland)

A reversion to simple expansion is one of the characteristics of this 4-4-0 design

IN continuance of its 91-year-old association with the Great Northern Railway (Ireland), Beyer Peacock & Co. Ltd., of Gorton, Manchester, has delivered a new series of express locomotives to the design of Mr. H. R. McIntosh, Mechanical Engineer, G.N.R.(I.).

The new engines are of the 4-4-0 three-cylinder type, and in certain respects are a re-design of the 4-4-0 "V" class compound locomotives built by the same makers and delivered to the G.N.R.(I.) in 1932. The modifications, however, are fundamental, so that the new 4-4-0s, which are designated Class "VS," must be regarded as a virtually new type. These locomotives are intended to work the main-line services between Dublin and Belfast, including the non-stop "Enterprise" trains.

Reversion to Simple Expansion

Like the "V" class, the new engines are of the three-cylinder type, but with the important difference that a reversion is made to simple expansion. The three cylinders are in separate castings, to avoid splicing the main frames, and are arranged horizontally in line above the bogie centre. The cylinder dia. is 15 $\frac{1}{4}$ in., and the stroke 26 in.

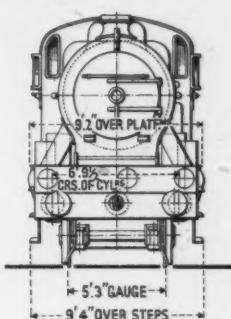
Steam is distributed by three independent sets of Walschaerts valve gear. The dia. of the piston valves is 8 $\frac{1}{2}$ in., and the maximum travel is 5 $\frac{1}{2}$ in. at 75 per cent. cut-off. Steam lap is 1 $\frac{1}{2}$ in., with exhaust lap nil. It was necessary to widen the platform, and also to raise it, to accommodate the Walschaerts gear. Thus, the width of the engine has been increased from 8 ft. 6 in. (over platforms) in the compound "V" class to 9 ft. 4 in. in the new "VS" engines. Most of this increase is due to the outward spread of the piston valves for the outside cylinders, in a successful attempt to arrange for the various valve gear components to be in one vertical plane.

Pressure relief valves and snifting valves are fitted on each cylinder. The crossheads are steel castings with the crosshead arm cast integral with the body. Balancing has been arranged in such a way that the "whole engine" hammer blow is nil.

The coupled axleboxes are of solid bronze, with the hornblocks welded and bolted to the frame. In the case of the bogie, the axleboxes have been redesigned as steel castings, and the bearing springs are now volute instead of helical. Timmis section helical springs have been retained for the driving wheels, though the trailing

coupled wheels have laminated springs with buckles for cold assembly. Spencer Moulton auxiliary rubber springs are applied to the bogie, trailing coupled, and tender spring links.

The boiler is generally similar to that fitted to the "V" class, the principal difference being the adoption of a Belpaire instead of a round-topped firebox, though it may be mentioned that some of the "V" class have received boilers with Belpaire fireboxes after recent overhauls at Dundalk. The centre line is 9 ft. above rail level, and the M.L.S. superheater comprises 24 elements, giving a heating surface of 293 sq. ft., the total heating surface (including superheater) being 1,527 sq. ft. (Continued on page 529)



Front end view

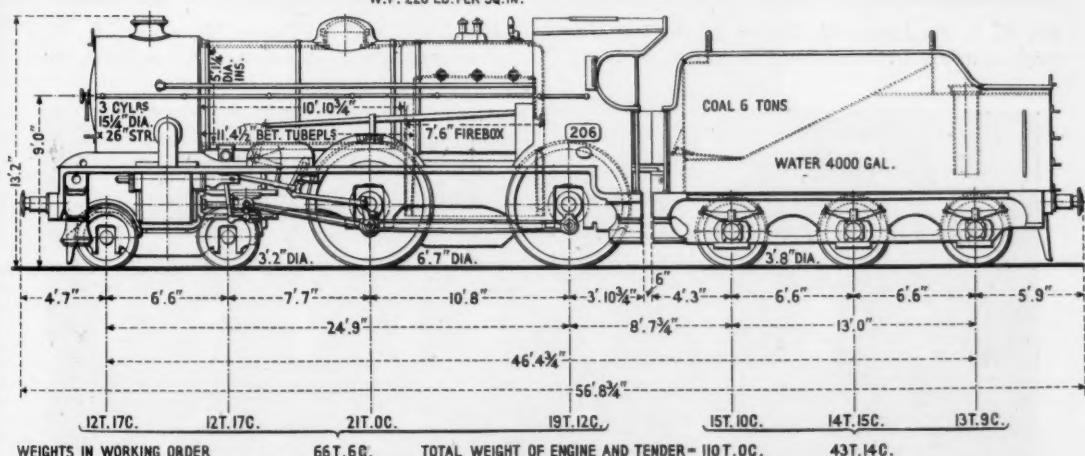
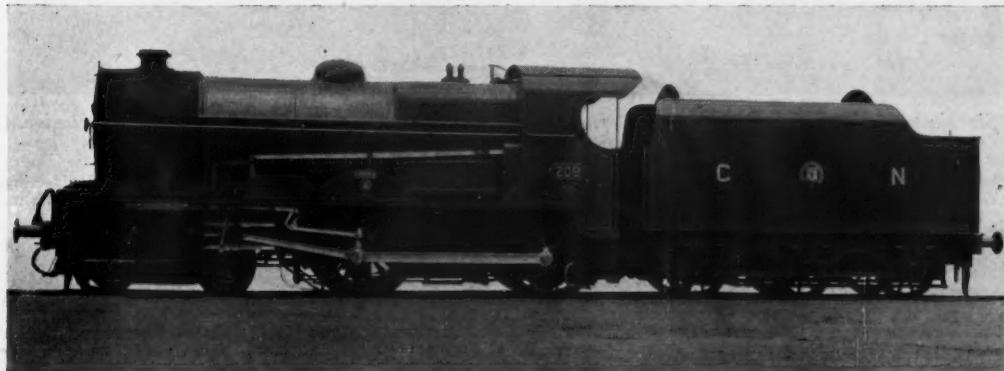


Diagram showing principal weights and dimensions of the locomotive



General view of the new 4-4-0 express locomotive

Sir Eustace Missenden in Scotland

(See editorial note on page 510)



Mr. W. Y. Sandeman, Sir Eustace Missenden, Mr. Swift, and Mr. R. V. Edbrook at Bridge No. 133



Mr. H. G. Sayers, Sir Eustace Missenden, Mr. W. Y. Sandeman, and Mr. Graham on Ayton Embankment



Sir Eustace Missenden, Chairman, and Members of the Railway Executive, with Scottish Regional officers at a dinner in the North British Station Hotel, Edinburgh, on October 26

Back row (left to right) : Messrs. W. Bryson, Signal & Telecommunications Engineer ; A. Dean, Chief Officer, Engineering (Works), Railway Executive ; H. M. Hunter, Public Relations Officer ; Captain H. J. Perry, Marine Superintendent ; Messrs. R. W. Rose, Assistant to Chief Regional Officer ; J. B. Dunlop, Advertising Officer

Centre row (left to right) : Messrs. G. S. Bellamy, Mechanical & Electrical Engineer ; G. E. Beynon, Chief of Police ; J. Hastie, Treasurer ; A. J. Allenby, Stores Superintendent ; W. Yeaman, Commercial Superintendent ; M. Wallace, Solicitor ; R. Simpson, Regional Staff Officer ; R. F. Harvey, Motive Power Superintendent ; J. G. Dunlop, Accountant ; H. G. Sayers, Operating Superintendent ; W. L. Turner, Road Motor Engineer

Front row (left to right) : Messrs. C. P. Hopkins, Chief Regional Officer, North Eastern Region ; W. Y. Sandeman, Civil Engineer ; Lt.-Colonel Sir Alan Mount, Chief Inspecting Officer of Railways, Ministry of Transport ; Mr. T. F. Cameron, Chief Regional Officer ; Sir Eustace Missenden ; Sir Wilfrid Ayre, part-time Member, Railway Executive ; Messrs. J. C. L. Train, Member, Railway Executive ; T. H. Moffat, Deputy Chief Regional Officer ; J. L. Harrington, Chief Officer (Administration), Railway Executive

RAILWAY NEWS SECTION

PERSONAL

Mr. D. F. Sharp, Assistant Chief Stores Superintendent, South African Railways, has been appointed Chief Stores Superintendent.

Following an open competition conducted by the Civil Service Commission, the Minister of Transport has appointed Licensing Authorities for public service vehicles and goods vehicles in two traffic areas as follows:—
Mr. H. J. Thom (South Wales);
Mr. F. Williamson (North-Western).

The Hon. J. K. Weir has been appointed a Director of the Dunlop Rubber Co. Ltd.

Mr. J. H. Spence, Auditor of Revenues, Canadian National Railways, has been appointed Assistant Comptroller, succeeding Mr. W. Walmsley, retired.

Sir Guy Nott-Bower, Deputy Secretary, Ministry of Fuel & Power, has been appointed by the National Coal Board to be Director of Public Relations, and is being released from his duties at the Ministry.

Mr. John Alcock, Joint Managing Director of the Hunslet Engine Co. Ltd., has left for South Africa on a business trip, during which he will visit gold mines and coal mines in the Union, and will endeavour to promote British export trade, particularly in respect of underground mines locomotives. He expects to return early in December.

Mr. C. H. V. Winter, Assistant to European Manager, Canadian National Railways, has returned to London after an extended tour in Canada.

The increasing use of diesel locomotives by the Canadian Pacific Railway has brought about the creation of a new post within the department of the Chief of Motive Power & Rolling Stock. Mr. W. F. Sinclair has been appointed to this new position, with the title of General Supervisor of Diesel Equipment, with headquarters in Montreal.

Mr. T. M. Jagtiani (of the Bombay, Baroda & Central India Railway) has been appointed General Manager & Chief Engineer of the Nizam's State Railway. Mr. D. B. Patel (Indian Railway Board) has been appointed Deputy General Manager, and Mr. D. P. Mathur (Eastern Punjab Railway), Financial Adviser to the General Manager, of the N.S.R.

Mr. H. J. Guthrie, Signal & Electrical Engineer of Coras Iompair Eireann, is at present visiting Switzerland to attend tests of the power and transmission equipment manufactured by Sulzer Brothers for C.I.E. for installation in two 915-h.p. diesel-electric freight locomotives. He is also visiting Swiss and French railways to study signalling and electrical developments.

Mr. G. J. Churchward, in memory of whom the latest "Castle" class locomotive was named *G. J. Churchward* by Captain W. Gregson, President of the Institution of Mechanical Engineers, at a ceremony at Paddington Station on October 29, was Chief Mechanical Engineer of the Great Western Railway from 1902 to 1921. He was born in 1857 and was articled as a pupil to the Locomotive Superintendent of the South Devon &

He fills the vacancy created by the recent appointment of Mr. J. Briggs as Civil Engineer, London Midland Region.

SOUTHERN REGION MOTIVE POWER ORGANISATION

From November 1, the Motive Power Organisation of the Southern Region, British Railways, ceased to be part of the Operating and Mechanical Engineering Departments, and has become a separate department under the control of Mr. T. E. Chrimes, Motive Power Superintendent.

The following notification appeared recently in *The London Gazette*, under the heading of Regular Army Reserve of Officers: Corps of Royal Engineers:—

Captain (War Substantive Major) A. H. Cantrell, from Supplementary Reserve of Officers to be Captain (War Substantive Major), October 9, 1948, retaining his present seniority, and is granted the honorary rank of Lt.-Colonel.

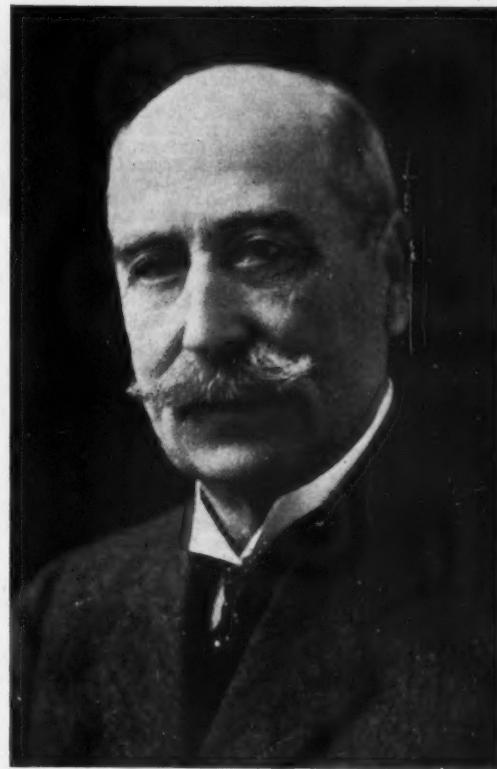
Colonel Cantrell is London East Divisional Engineer, Southern Region, British Railways.

W. H. SMITH & SON DINNER

The Hon. David Smith, Governing Director of W. H. Smith & Son Ltd., presided at a dinner given by his company on November 1 to celebrate a century's bookstall service on the railways. Among those who accepted invitations were:—

The Minister of Transport, the Chairmen and Members of the British Transport Commission, Railway Executive and London Transport Executive, the Chairmen of the Road Transport Executive and Docks & Inland Waterways Executive, several ex-Directors of the former railway companies, and heads of other bookstall contractors in Great Britain and on the Continent.

We regret to record the death on October 29 of Mr. Robert Alfred Percy Setterfield, who retired at the end of 1947 from the position of Manager of the Hotels & Catering Department, Great Western Railway. He began his career as an apprentice at the Grand Hotel, Tunbridge Wells, and in 1907 obtained an appointment on the Great Eastern Railway as Assistant Superintendent at the Great Eastern Hotel, Liverpool Street. During 1908 and 1909 he gained Continental experience as *maitre d'hôtel* at the Hotel de Bayonne, Bordeaux; and thereafter he held successive appointments as Superintendent, Abercorn Rooms, London; Assistant Manager, Midland Hotel, Birmingham; and Assistant Manager, Bailey's Hotel, London. During 1912-15 Mr. Setterfield was Manager of the Exchange Station Hotel, Liverpool, and in that position was partly responsible for supervision of the Lancashire & Yorkshire Railway restaurant cars and refreshment rooms. In 1915 he joined the Cunard Steam Ship Co. Ltd., and for the first eight years was Deputy Catering Superintendent, and for the remainder of his service with the com-



Elliott

Fry

G. J. Churchward

C.M.E., G.W.R., 1902-21, in whose memory a locomotive was named *G. J. Churchward* on October 29, 1948

Cornwall Railway. On the absorption of that railway in the Great Western Railway he entered the Drawing Office at Swindon in 1877, subsequently becoming Inspector of Materials. In 1882 he was appointed Assistant Carriage & Wagon Works Manager, becoming Manager in 1885. In 1896 he was appointed Locomotive Works Manager at Swindon, and in 1902 he succeeded Mr. W. Dean as Locomotive, Carriage & Wagon Superintendent, a title which was altered in 1916 to Chief Mechanical Engineer. An account of Mr. Churchward's work in that capacity is given in an editorial article on page 511 of this issue. He retired in 1921, and was killed on December 19, 1933, being knocked down by a train as he was crossing the line from his house to the works at Swindon in foggy weather.

Mr. C. W. King, formerly New Works Engineer, Waterloo, Southern Region, has been appointed Assistant Civil Engineer, London Midland Region, British Railways.



The late Mr. R. A. P. Setterfield
Manager, Hotels & Catering Department,
G.W.R., 1936-47

pany was Chief Superintending Caterer. Mr. Setterfield was largely responsible for the introduction of restaurant service in all liners instead of the former *table d'hôte* system of meals. His last responsibility in the Cunard White Star service was the preparation and supervision of the "hotel" arrangements on the *Queen Mary*. In 1936 Mr. Setterfield left the service of the Cunard Steam Ship Company to take up the appointment of Manager of the Hotels & Catering Department of the Great Western Railway. He was Chairman of the Railway Executive Committee Catering Committee from January, 1945, to the end of 1947. He was the first Chairman of the committee of the Transportation Club before it was reconstituted in 1946.

The funeral took place at Putney Vale Crematorium on Tuesday, November 2,

and among those who were present, in addition to family mourners, were:—

Messrs. D. Blee, Member, Railway Executive; K. W. C. Grand, Chief Regional Officer, Western Region; A. S. Quartermaine, Chief Engineer, Western Region; S. G. Hearn, Assistant Operating Superintendent (also representing Mr. Gilbert Matthews, Operating Superintendent), Western Region; F. C. Hockridge, Surveyor & Estate Agent, Western Region; Dr. H. H. Cavendish Fuller, Chief Medical Officer, Western Region; Messrs. H. T. Forth, Assistant Accountant (representing Mr. C. R. Dashwood, Chief Accountant), Western Region; W. Connah, Treasurer, Western Region (representing Mr. F. R. E. Davis, lately Secretary, G.W.R.); George Orton, Public Relations Officer, Road Transport Executive; P. W. Pine, lately Solicitor, G.W.R.; W. P. Keith, Hotels & Catering Department Manager, Paddington; S. Sweeney and G. V. Harrison, Assistants to the Hotels & Catering Manager; W. Baron, Manager, Great Western Royal Hotel, Paddington; J. W. Turpie, Manager, Tregenna Castle Hotel, St. Ives; W. Stephens, Manager, Fishguard Bay Hotel, Fishguard; S. Boyce, London District Manager, P. W. Longhurst, Cardiff District Manager, and G. Walder, Plymouth District Manager, Hotels & Catering Department; H. H. Warren, Restaurant Car Superintendent, Paddington; representatives of headquarters office staff and Dining Car Department, Paddington; P. G. Robinson, R. Cane and W. Butland, retired members of Hotels & Catering Department; Ben Russell, a Director of the Cunard Steamship Company; C. E. Cotterell, Manager, Cunard Steamship Company at Southampton; A. E. Jones, Catering Superintendent, Cunard Steamship Company, Southampton; J. Arnold, Catering Superintendent, Cunard Steamship Company, London; G. Whittaker, Chief Steward, Cunard Steamship Company, *Queen Mary*; S. Hicks, Messrs. Gonzalez Byass; J. Howe, Manager, Great Eastern Hotel, Liverpool Street; Gordon Yates, London Midland Region Hotels & Catering Department; Colonel K. R. N. Speir, Secretary, Transportation Club, also representing Mr. J. A. Kay, Editor, *The Railway Gazette*, and Council of the Transportation Club; Mr. E. W. March, and Miss D. Broome, late Secretary and Assistant Secretary, Hotels & Catering Committee, Railway Executive; and many friends from Tregenna Castle Hotel.



Mr. P. J. Fahey

Appointed Signal & Telegraph Engineer,
New South Wales Government Railways

Mr. Peter John Fahey, A.M.I.E. (Australia), M.I.R.S.E., A.M.Inst.T., who, as recorded in our October 15 issue, has been appointed Signal & Telegraph Engineer, New South Wales Government Railways, entered the Electrical Branch of the Department of Railways in 1905. In 1917 he was appointed a circuit design draughtsman, and in 1922 he was entrusted with the additional responsibility of installing the new signal box in Sydney yard. On completion of that work in 1924, Mr. Fahey was appointed Field Engineer in charge of the signalling work associated with the electrification of the Sydney suburban area and the City underground system. He was appointed Engineer for Power Signalling in 1929. In 1943 he was promoted Assistant Signal & Telegraph Engineer, and in 1945 was appointed Chief Assistant Signal & Telegraph Engineer,

Members of B.T.C. Visit Commercial School in N.E. Region



A group taken in the grounds of Faverdale Hall, the Commercial School in the North Eastern Region of British Railways, during a recent visit by Lord Rusholme and Mr. John Benstead, Members of the British Transport Commission

Front row (left to right): Messrs. S. A. Finnis, Assistant Chief Regional Officer; R. A. Smeddle, Mechanical Engineer, Darlington; H. F. Sanderson, Principal of the school; Frank Gilbert, Assistant Secretary (Staff & Establishment), British Transport Commission; H. Adams Clarke, Chief Officer (Staff & Establishment), Railway Executive; Miss L. A. Walker, Secretary of the school; Lord Rusholme; Messrs. C. P. Hopkins, Chief Regional Officer; John Benstead; Miss M. Parker, Housekeeper; Messrs. S. B. Taylor, Deputy Secretary, British Transport Commission; A. H. Peppercorn, Chief Mechanical Engineer (also Eastern Region); C. Cooper, Regional Staff Officer; D. Hill, Assistant to Principal

New Express Locomotives for the Great Northern Railway (Ireland)

(Concluded from page 525)

Copper is the material for the inner firebox, the grate area of which is 25.2 sq. ft. Monel metal stays are fitted in the water space, having mild-steel nuts on the firebox side. The working pressure is 220 lb. per sq. in. Ross pop safety valves are fitted.

Grate and Smokebox

A rocking grate is provided, hand-operated in two sections, and so arranged that the normal rocking movement can be increased to facilitate dropping the fire. The ashpan also has been redesigned, and now incorporates two bottom discharge doors, of pivoted type, operated by a lever at the side. A self-cleaning smokebox, fitted with a plate diaphragm type spark arrester, is provided.

Engine fittings include a four-feed Wakefield No. 7 mechanical lubricator for the coupled axleboxes (driven from the inside reversing link), a six-feed Detroit sight-feed lubricator for the cylinders and valves, Dewrance water gauges, two Davies & Metcalfe No. 9 Monitor live steam injectors (located under the footplate), and the Vacuum Brake Company's No. 30/20 Dreadnought ejector.

The self-trimming tenders, running on six wheels, have remarkably clean lines. The axleboxes are of the Hoffman roller-bearing pad-lubrication type. Water capacity is 4,000 gal., and coal capacity is 6 tons; the tanks, which are detachable, are of combined welded and riveted construction. A tunnel for the storage of fire-irons is built into the bunker.

The engines are finished in the azure blue livery of the company's express locomotives; the underframes are black, the wheel centres being picked out in blue. The names and numbers are: 206 *Liffey*, 207 *Boyne*, 208 *Lagan*, 209 *Foyle*, and 210 *Erne*.

Principal dimensions are as follow:

Grate	...	5 ft. 3 in.
Cylinders, dia. x stroke	...	15½ in. x 26 in.
Piston valves, dia.	...	8½ in.
Bogie wheels, dia.	...	3 ft. 2 in.
Coupled wheels, dia.	...	6 ft. 7 in.
Wheelbase coupled	...	10 ft. 8 in.
" total engine	...	24 ft. 9 in.
engine and tender	...	46 ft. 4 in.
Bogie, dia. of barrel	...	5 ft. 1½ in.
" length of barrel	...	10 ft. 10½ in.
Heating surface :		
Firebox	...	160.5 sq. ft.
Tubes 24 large (5½ in. o.d. x 8 S.W.G.)	1,073.5	..
" 135 small (1½ in. o.d. x 10 S.W.G.)		
Total evaporative surface		1,234.0 sq. ft.
24-element superheater (inside surface)	293.0	..
Combined heating surface	1,527.0 sq. ft.	
Grate area	25.2 sq. ft.	
Working pressure	220 lb. per sq. in.	
Tractive effort at 85 per cent. boiler pressure	21,469 lb.	
Adhesive weight	40 tons 12 cwt.	
Ratio, adhesive weight/tractive effort	4.24	
Weight on bogie wheels	25 tons 14 cwt.	
" driving wheels	21 tons 0 cwt.	
" trailing wheels	19 tons 12 cwt.	
Weight of engine in working order	66 tons 6 cwt.	
Weight of tender in working order	43 tons 14 cwt.	
Total weight of engine and tender in working order	110 tons 0 cwt.	
Water capacity of tender	4,000 gal.	
Coal capacity of tender	6 tons	

AGREED CHARGES.—Applications for the approval of 80 further agreed charges under the provisions of section 37 of the Road & Rail Traffic Act, 1933, have been lodged with the Transport Tribunal. Notices of objection must be filed on or before November 16 next.

Minister of Transport at Institute of Transport Headquarters

After Mr. David Lamb's recent inaugural address as President, an informal dinner of the Council of the Institute was held at the Institute's new headquarters at 80, Portland Place, and the Minister of Transport, the Rt. Hon. Alfred Barnes, M.P., attended the function. The toast of "The Minister of Transport" was proposed by the President; and Mr. Barnes, in the course of his reply, stressed the importance of the work of the Institute, whatever the manner in which the organisation of transport developed. Sir Frederick Handley Page also spoke, and appealed for further support of the Institute's premises and development fund. After dinner the Minister inspected the building. The following accepted invitations to the dinner:—

Guest of Honour: Mr. Alfred Barnes, M.P., Minister of Transport.

President: Mr. David R. Lamb (Editor of *Modern Transport*).

Past-Presidents: Sir Frederick Handley Page (Chairman & Managing Director, Handley Page Limited); Messrs. R. Kelso (Chairman & Managing Director, General Steam Navigation Co. Ltd.); J. S. Nicholl (Director & Chief Executive Officer, McNamara & Co. Ltd.); T. W. Royle (lately Deputy Chief Regional Officer, L. M. Region, British Railways).

Vice-Presidents: Mr. R. Davidson (Member, Docks & Inland Waterways Executive); Sir Osborne Mance (retiring Vice-President); Messrs. A. B. B. Valentine (Member, London Transport Executive); J. S. Wills, Managing Director (British Electric Traction Co. Ltd.).

Honorary Treasurer: Mr. S. Kennedy (Director, Thomas Tilling Limited). *Honorary Librarian:* Mr. C. T. Brunner (Assistant General Manager, Shell-Mex & B.P. Limited).

Members of Council: Messrs. L. Ballan (District Goods Manager, Hull N. E. Region, British Railways); D. Blee (Member, Railway Executive); J. W. S. Brander (Manager, British Overseas Airways); M. A. Cameron (Assistant Secretary, Traffic, British Transport Commission); A. F. R. Carling (General Manager, Southdown Motor Services Limited); A. L. Castleton (lately District Goods Manager, London, L.M.S.R.); O. H. Corble (Chief Officer, Marine, Railway Executive); H. T. Dutfield (Member (part-time), Road Transport Executive; retiring Member of Council); Harold Elliott (Chief Officer, Freight, Road Transport Executive); R. G. Grout (Director & Secretary, General Steam Navigation Co. Ltd.); R. H. Hacker (Chief Officer, Continental, Railway Executive); D. H. Handover (Director (U.K.), Scandinavian Air Services; retiring Member of Council); S. G.

Hearn (Assistant Operating Superintendent, Western Region, British Railways; retiring Member of Council); R. G. James (General Manager, East Kent Road Car Co. Ltd.); C. F. Klapper (Assistant Editor, *Modern Transport*); G. Morton (Chief Financial Officer, Railway Executive); D. Murray (Executive Officer, Mineral Traffic, Railway Executive); H. H. Phillips (Assistant Chief Regional Officer, Western Region, British Railways); H. Rudgard (Chief Officer, Motive Power, Railway Executive); H. Shankland (Director, Dunlop Rubber Co. Ltd.); H. A. Short (Acting Chief Officer, Docks, Railway Executive); G. F. Sinclair (Chief Technical Planning & Supplies Officer, London Transport); R. O. Squarey (lately Transport Controller, I.C.I. Limited; retiring Member of Council); B. G. Turner (Managing Director, Thomas Allen Limited); R. Veitch (Chairman, Argentine & River Plate Centre, Institute of Transport); A. Watson (Chamber of Shipping; retired Member of Council); J. O. Wood (Chairman & Managing Director, T. F. Wood & Co. Ltd.); J. V. Wood (Managing Director, British European Airways); A. J. Wright (South Western Divisional Manager, Road Transport Executive); W. Donaldson Wright (Vice-Chairman, Donaldson Wright Limited). Messrs. Howard V. Lobb, Architect; and F. W. Crews, Secretary.

Railway Students Visit Southampton Docks

On October 30, about 70 members of the Railway Students' Association spent the day at Southampton Docks, Southern Region, where they had an opportunity of seeing the methods of handling ocean-going traffic described in our October 22 issue. These docks are provided with over 20 passenger and cargo sheds.

The tour of the docks, which before the war dealt with 47 per cent. of the United Kingdom ocean passenger traffic, was by double-decker bus, starting with the New Docks which can accommodate eight of the largest ships afloat. Here in the 1,200-ft. graving dock the *Queen Mary* was seen undergoing her annual overhaul.

The visitors were then shown one of the transit sheds which run the full length of the quay. They have road and rail access and are equipped with all facilities for the expeditious handling of passengers and cargo. Then followed a visit to the carriage clearing shed; here, also, carriages are heated to a temperature approximating

Mr. Barnes at Institute of Transport Headquarters



Left to right: Mr. T. W. Royle, immediate Past-President of the Institute; Mr. Alfred Barnes, Minister of Transport; Mr. D. R. Lamb, President of the Institute; Sir Frederick Handley Page, Past-President

to that of the vessel from which the passengers have disembarked.

After an excellent lunch, served in the Docks & Marine canteen, members were taken for a trip by tug on Southampton Water, passing the B.O.A.C. flying-boat station, and returning at about 4 p.m. to the B.O.A.C. quay and offices, which they had an opportunity of inspecting.

After tea, which also was served in the canteen, Mr. L. W. Orchard, Chairman, expressed thanks to Mr. J. Elliot, Chief Regional Officer, and Mr. R. P. Biddle, Docks & Marine Manager, for a most enjoyable day, and he also thanked Mr. L. A. Gulland and Mr. E. W. Harrison for explaining the various features in such an interesting way.

Naming of Locomotive "G. J. Churchward"

At Paddington Station last Friday "Castle" class locomotive No. 7017 was named after the late Mr. G. J. Churchward, the distinguished Chief Mechanical Engineer of the Great Western Railway, who held office from 1902 to 1921.

The ceremony was performed by Captain (E) William Gregson, R.N.R., President of the Institution of Mechanical Engineers. Among those present with Mr. K. W. C. Grand, Chief Regional Officer, Western Region, British Railways, and other regional officers, were Mr. R. F. Hanks, Vice-Chairman of the Nuffield Organisation, who received his early training with the former G.W.R., Sir James Milne, former General Manager of the G.W.R., and Sir William Stanier, together with representatives of the technical staff responsible for the construction of the locomotive.

Mr. Grand, in opening the proceedings, expressed his pleasure that Captain Gregson, President of the Institution of Mechanical Engineers, had agreed to name the locomotive *G. J. Churchward*.

Captain Gregson, in a brief speech, expressed his admiration as a mechanical engineer for the great work Mr. Churchward had done in developing the British locomotive. This subject is dealt with in an editorial article on page 511.

The annual dinner and dance of the Institution of Railway Signal Engineers was held on October 29 at the Abercorn Rooms, Liverpool Street Station; nearly 160 members, friends and their ladies were present, and were received by the President, Mr. Arthur Moss (Signal & Telecommunications Engineer, Eastern Region, British Railways), and Mrs. Moss. The President, who occupied the chair at the dinner, was supported by Messrs. R. Dell and F. Horler, Vice-Presidents; Messrs. A. F. Bound, H. M. Proud, C. Carslake, F. L. Castle, F. Downes, H. H. Dyer and Major R. F. Morkill, Past-Presidents; Mr. H. W. Moore, Past Vice-President; Messrs. T. Austin, E. G. Brentnall, C. F. D. Venning and S. Williams, Members of Council; and Mr. T. S. Lascelles, Honorary General Secretary & Treasurer.

The guests of the Institution were Mr. John Benstead (Member, British Transport Commission), Mr. C. K. Bird (Chief Regional Officer, Eastern Region) and Mr. Ture Hard, Chief Signal Engineer, Swedish State Railways. Among others attending, including guests of members, were Mr. J. C. L. Train (Member, Railway Executive), Mr. J. I. Campbell (Civil Engineer, Eastern Region), Mr. D. R. Lamb (President, Institute of Transport), Mr. J. A. Kay (Editor, *The Railway Gazette*), Captain H. P. Middleton, R.N. (Honorary Secretary, Institution of Engineering Inspection), and Mr. Donald F. Brown (Managing Director, Westinghouse Brake & Signal Co. Ltd.), who has given great assistance to the Council in connection with the holding of the Institution's lectures for students, now being held in London and Chippenham. Overseas friends included Mr. H. F. Dennison (Pakistan) and Mr. J. S. Fiddes (India); Mr. H. J. McPhail (Argentina), who had to sail the next day, sent a telegram of greeting to the company.

After the Loyal Toast, Mr. John Benstead proposed the toast of the Institution. He began by conveying the very best wishes of the British Transport Commiss-

sion for a most successful future. He had been looking over an old rule book, dated 1841, of the Liverpool & Manchester Railway and felt how strongly it typified for him the tremendous progress in signalling made during the last century. As far as the Commission was concerned, it desired to see the maximum pooling of ideas and a movement towards standardisation. By that he did not mean dull regimentation and stultifying of ideas, but a bringing together of brains and experience and the achieving for the British railways of the finest signal system in the world.

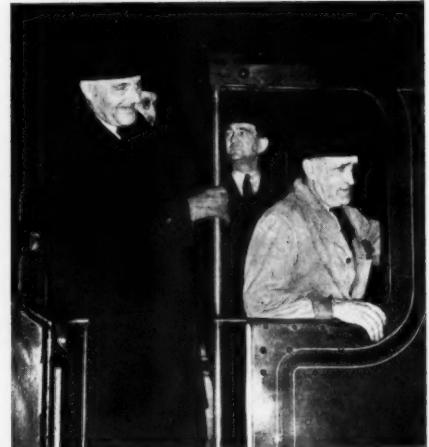
They had, he thought, given full appreciation of the valuable work of the signal engineer by the separate place they had given him in their organisation. It was true they had accompanied this by the adoption of a new word—a very difficult one to manage after dinner—and given the signal engineer the title of "signal and telecommunications" engineer. In speaking of civil engineering he would be very remiss if he failed to express the greatest admiration for Mr. Train and the other civil engineers for the magnificent job of work they had done in opening so soon the route north of Berwick following the serious flood damage. There had been many troublous elements that had closed the road between England and Scotland in years gone by and they had not been so easily disposed of as the Scot and his colleagues had dealt with them during the past few weeks. The pooling of the resources of all the lines had made a substantial contribution to that splendid feat.

Continuing, Mr. Benstead said he was not one to minimise in any way the importance of signal engineering. In another capacity he had had to deal with the position of men employed in the signal and telegraph department and with the fate of men such as trainmen and signalmen, whose work depended very much on the efficiency of the work done by the former. When they looked at the records and remembered that in 1947 there were only 1·1 persons killed per million train-miles,

Institution of Railway Signal Engineers

Mr. John Benstead on the new regime

Western Region Locomotive Named "G. J. Churchward"



Left: Captain (E) William Gregson, R.N.R., President of the Institution of Mechanical Engineers, unveiling the nameplate of "Castle" class locomotive No. 7017, "G. J. Churchward," Right: On the footplate after the ceremony

there was no greater tribute they could find to the quality of that work, and a comparison of the total rail fatalities, 447, with 4,881 killed in road accidents further emphasised that.

The expenditure which would be occasioned by programmes covering all the modern devices now used in signalling would be considerable and what they must do was secure the maximum degree of safety for that outlay. Wise spending to achieve that maximum safety must be the policy to follow.

Briefly, the policy of British Railways should be safety first, comfort second and speed last. By combining those three together with service to the public the signal and telecommunications engineers and those under them would, he felt sure, worthily play their part in the days ahead.

Mr. A. Moss replied to the toast. He did not propose to go into details of the work and membership of the Institution in any general way, as had been done in previous years. It sufficed to say that they were a young Institution. Their roots did not go down into antiquity, as did those of the other great professions, but they were nevertheless very proud of what they had achieved in the last 37 years. They could point to young branches now overseas and had a world-wide membership.

Mr. R. Dell, Vice-President, proposed The Guests. It was their first dinner since nationalisation had become a fact, and they welcomed many representatives from the new organisation with great pleasure. Mr. Benstead, Mr. Bird and others. The signal engineers now reported direct to the Chief Regional Officers, and the latter would no doubt be taking a great interest in signalling matters. Mr. Train was not only a guest that evening; he was an Honorary Member. The Council had always been very careful in conferring honorary membership and they had only six honorary members at the moment, an indication of the high esteem in which they held Mr. Train. They were always happy to have members of allied professions or Institutions with them, and they welcomed Mr. Campbell, Civil Engineer, Eastern Region, and Captain Middleton, of the Institution of Engineering Inspection; they specially greeted their good friend, Mr. Lamb, who held the honoured position this year of President of the Institute of Transport. From the technical press they had also Mr. J. A. Kay, Editor of *The Railway Gazette*, and they were much indebted to that press for the notice it had given to their meetings and the lectures, which had added to the success of the latter in no small degree. He had particularly to mention also Mr. T. Hard, Chief Signal Engineer, Swedish State Railways, who had come specially to England to read his most interesting paper on relay interlocking on the previous evening. They were delighted that he had been able to stay for the dinner.

Mr. C. K. Bird returned thanks for the visitors in a witty speech, received with much pleasure by his hearers. The dinner had, he said, maintained the high standard he had been accustomed to previously. He might in earlier days have been able to take some credit for that himself, but he had the liquid brown eyes of the Executive upon him that evening, and, bearing that look in mind and the fact that others were now responsible, he might say that it was due to the Hotels Executive that the pears they had eaten tasted rather like vegetable marrows! The responder to that toast last year had expressed the hope that under the new regime their dinners

would not fall short of the high level they set before themselves, and he would be able to assure him that there was no sign as yet of any falling off. It was still a happy blend of wisdom and conviviality. The dancing would involve the giving of signals between elements in a translatory and gyratory binary system, but it was not for him, as a non-technician, to say what was needed; whether it was to be a form of A.T.C. or approach lighting or what! There would surely be an absence of collisions and an exhibition of unsurpassed technical skill!

Mr. F. Horler, Vice-President, proposed Overseas Members, and Mr. J. S. Fiddes, Assistant Signal Engineer, Madras & South Mahratta Railway, replied.

Mr. D. R. Lamb rose to propose the health of the President, Mr. Moss, a friend of very long standing. He went back to 1910; that was when he had first met Arthur Moss, who had served under Arthur Frank Bound, one of the greatest signal engineers England had ever had, and his assistant, Charles Carslake. It was Mr. Moss who had first introduced him to the mystery of railway signalling. They had gone separate ways later, for Mr. Moss had become renowned in signalling, and he had turned to wallow in a sea of ink. Rolling stones, they said, gathered no moss, but this Moss had rolled plenty, all over the L.N.E.R.

Locomotive Named "W. P. Allen"

One of the latest Pacific locomotives of British Railways, No. 60114, the first of Class "A1," was named *W. P. Allen* at Kings Cross on October 28 by Sir Eustace Missenden, O.B.E., Chairman of the Railway Executive.

Mr. W. P. Allen, C.B.E., Member of the Railway Executive, was accompanied by his daughter, Mrs. Doreen Collinge, and after Sir Eustace Missenden had unveiled the nameplate Mr. Allen was presented with a framed photograph of the locomotive by Mr. A. H. Peppercorn, Chief Mechanical Engineer of the Eastern and North Eastern Regions.

In unveiling the nameplate, Sir Eustace Missenden said that it was a family party. By naming the locomotive after Mr. Allen they were paying tribute by implication to all those who had in their care the many

thousands of passengers and the great cargoes of vital industrial traffic which ceaselessly ebbed and flowed through the arteries of national life that were the British Railways.

Mr. Allen's career was an example of the success which a railwayman of ability could achieve by his natural qualities. He had joined the old Great Northern Railway as an engine-cleaner in 1907 when he was 19 years old. He became a fireman in 1913 and in 1924 was promoted to engine-driver. Later his organising ability and his interest in the welfare of his fellowmen had led him to a succession of high offices in the Associated Society of Locomotive Engineers & Firemen.

Since the formation of the Railway Executive members of that body had had the benefit of his great experience and wise counsel, and speaking, not only as Chairman, but also for every member of the Executive, he could assure his hearers that Mr. Allen was more than pulling his weight in the task which they had of unifying the British Railways and of managing them in the best interests of the public.

Mr. Allen, in expressing his thanks, said he would be less than human if he was not proud of having a locomotive named after him. He paid tribute to the co-operative efforts of the Railway Executive and called on all grades of railwaymen to give the Executive full and loyal support. The result of the efforts being made by the Executive would depend on the spirit and help of railwaymen on all parts of the system.

RAILWAY HOUSES AND RENT RESTRICTION.

The attention of the British Transport Commission has been drawn to statements relating to the decision of Judge Scobell Armstrong at Plymouth that land and houses which passed into the possession of the Commission under the Transport Act, 1947, have become Crown Property and as such are no longer within the scope of the Rent Restriction Acts. The Commission is unable to make any statement on a question of law which is *sub judice* but desires to emphasise that neither it nor the Railway Executive on its behalf were parties to the proceedings in question, which were between a tenant and a sub-tenant. The Commission has not pleaded that it is entitled to Crown privilege in relation to its property.



General Sir William Slim, Mr. W. P. Allen, and Sir Eustace Missenden at the naming of locomotive No. 60114, "W. P. Allen"

Sir Eustace Missenden on the First Year of Railway Nationalisation

A report on problems, objectives, and achievements at the Institute of Transport anniversary luncheon

The anniversary luncheon of the Institute of Transport was held at the Connaught Rooms, London, W.C.2, on November 2. Mr. David R. Lamb, the President, was in the Chair, and the principal guest was Sir Eustace Missenden, Chairman of the Railway Executive.

The President, in welcoming the guests, referred to a meeting held 29 years ago when the Institute had been founded. At that meeting Lord Ashfield had been present and his absence from the present function was much regretted, especially as it was caused by illness. They welcomed particularly Sir Eustace Missenden, who was a founder member of the Institute and a past Vice-President, and who had joined the railway service in a very minor position and had risen to be General Manager of the old Southern Railway. With great courage, when called on, he had accepted the Chairmanship of the newly-formed Railway Executive.

Sir Eustace Missenden said that he was speaking as a foundation member of the Institute, and one who, by reason of his present work, was enabled perhaps to take a broad and general view of the trend of transport and, in particular, railway activities in this country.

It is the duty of all employed in the new transport organisation to make a success of this great venture, so that the country might have cheaper and better transport services without imposing a burden on the taxpayer.

SOME SETBACKS

It was to be expected that in the first year there would be some setbacks. It was known very early in the year that the volume of traffic was tending to drop whilst at the same time costs were increasing. Again, a new organisation on such a vast scale could not be created at once, nor, when done, could it please everyone. As an example of the kind of problem with which the Executive had to deal, he mentioned that, although it is obvious that it had to plan physical work many months in advance, only in the last few weeks it had had to face a cut in steel supplies for next year.

The new organisation was slowly being welded into shape. That was not something which could, or should, be done quickly. It had to be a gradual process. It required experience and judgment to decide the *pace* at which changes could be made. Standardisation merely for the sake of uniformity brought no reward.

One of the things that disturbed him in this vast reorganisation was the problem of incentive. It was vital that the transport service should continue to attract—and keep—the very best types of young men and women. It still had to compete in the commercial market in this respect, and he stressed that the standard of comparison should be with outside industry.

The Railway Executive had now passed the first stage in its scheme of reorganisation. The six Regions would remain more or less as now, though adjustments in boundaries were still under review. The district organisations within the Regions were being overhauled and improved, eliminating overlapping and duplication. The functions of the various departments of the railway service had more or less been settled and adjustments had been or

would be made as quickly as possible. The settlement of these departmental functions had not been simple. For instance, in the placing of motive power in the organisation much past history and experience had been reviewed.

The punctuality of the train services was much better, though permanent way restrictions were still a source of difficulty. The floods in south-east Scotland had also been a serious set-back. Today there were sufficient locomotives, and the condition of the fleet was better than before the war. The Government's White Paper on Capital Investment in 1948 fixed a target for the number of railway wagons under and awaiting repair at 170,000 to be reached by the end of September this year, but the railways had been well within this target even at the peak of the normal summer cycle of wagons out of service. The average for the year to date, including the abnormal number at the beginning of 1948 and the summer peak, was 143,353.

WAGON ECONOMY

The Executive had been able to programme a drastic breaking-up of old wagons without replacement, effecting a saving of at least £1,000,000 a year—one of the first fruits of unified control. He fully expected that there would be scope for reduction of costs in the locomotive fleet when it was possible to tackle it. These would be permanent economies. The biggest difficulty was with passenger carriages.

Efforts had been concentrated on the reduction of expenditure wherever possible in every branch of the railway organisation. For example, early in the year they had set out to secure the most effective employment of manpower. The detailed examination of the circumstances at the many places where two or more of the former main-line companies maintained separate organisations took time before new closely-knit arrangements could be introduced. Nevertheless, progress had been made and considerable economies effected, which had reached a gross figure of £1 million a year.

The longer-term problems of railway unification had a leading place in the work of the Railway Executive. He was a firm believer in big wagons—say 20 or even 40 tons—as the standard unit. But to a considerable extent the railways are in the hands of their customers. Workshop organisation was under close review; the number of civil engineering workshops would be reduced by concentration at selected centres.

As regards the track it had been necessary to use every ton of steel rail and every sleeper allocated to keep the track safe. Nevertheless, the condition of the track was improving, and no less than 300 miles of heavy flat-bottom rail would be laid in this year, on fast, heavily-loaded main lines, giving the stronger support which high-speed traffic requires. A standard type of track was being evolved for the future to give economy in maintenance.

Inter-linked with the long-term problems of railway unification was the vital question of transport co-ordination. The aim must be to increase efficiency and to reduce costs. The more traffic carried on the railways the lower was the unit of cost. This was because some two-thirds of rail-

way costs did not vary with the traffic. That was one of the most significant facts to be kept in mind in connection with the new scheme which the Transport Act of 1947 had introduced. It presupposed a first class railway system to meet the requirements of the public, and he did not for one moment claim that they had that today. It was impossible of attainment until materials, etc., were available.

There were several ways in which this problem of transport co-ordination, particularly between road and rail, could be gradually achieved. On the railway side, fairly severe measures would require to be taken to close down branch lines and, indeed, a considerable number of intermediate stations throughout the country, and for both passenger and freight requirements to be met by using road transport as feeders to the nearest railheads which would be served by fast and frequent train services. What this really meant was the streamlining of the railway system, with the permanent way on all main routes capable of high speeds under conditions of safety and comfort.

Apart from the question of rates and fares which had to be an important factor in influencing traffic to one means of transport or another, there was a wider issue; it was whether the long-distance motor coach would continue to expand. The rate of increase had been very rapid during the last year. By consuming petrol on these coach services, the cost of which had to be met by overseas payments, the result had adversely affected the financial position of the railways. This was a wider and a national problem, but one which had to be faced in the not far distant future. To meet the increasing traffic on the roads, very considerable capital expenditure would have to be incurred in providing new highways, whilst at the same time the railway, recently purchased by the nation, was not being fully used.

As regards freight traffic, here again it seemed to him that it would be a case of closing down many of the branch lines and intermediate stations and feeding selected railheads by lorry, with rapid rail services between the railheads and by a greatly increased use of containers.

There was still a wide field and an urgent demand for the extension of electrification, both from the point of view of economy in operation, development of traffic, and saving in this country's precious asset—coal—and the Railway Executive was not idle in this direction nor in its experiments with diesel-electric, diesel-mechanical, and gas-turbine locomotives.

Sir Joseph Nall, in moving a vote of thanks to Sir Eustace Missenden for his address, referred to the formation of the Institute of Transport and the work it had accomplished. Continuing, he said that one matter on which the Railway Executive would have to come to a decision was whether we were to have "Shorter Trains and More of Them" or "Higher Fares and Fewer Passengers to Carry."

SIGNALMAN'S AWARD FOR GALLANTRY.—Mr. I. G. MacGregor, District Superintendent, Lincoln, Eastern Region, British Railways, recently handed to Signalman John Edward Weston, of Stallingborough, an award under the Railway Acts of Gallantry Scheme, with a letter of commendation sent by the Operating Superintendent, Western Section, Eastern Region. Mr. Weston man-handled an Engineer's tool wagon, which was on fire, away from others, and extinguished the fire. The wagon contained a gross of detonators, all of which exploded.

British Railways and the Transport Act

Mr. David Blee on developments under the new organisation

Mr. David Blee, a Member of the Railway Executive, read a paper on "British Railways and the Transport Act, 1947," before the Metropolitan Section of the Institute of Transport on November 1. The following is an abstract of Mr. Blee's paper:—

There are three main tasks to be achieved under the Transport Act: the unification of British Railways; the integration of all forms of inland transport; the evolution of a new system of rates and fares. Concurrently, the Act provides for freedom of choice by the customer of mode of transport and consultative committees on which his voice will be heard; and a Transport Tribunal. Freedom exists to operate "C"-licensed vehicles; to operate "A"- and "B"-licensed vehicles within a 25-mile radius; and to use certain specialist hauliers for any distance. British Railways have, therefore, no monopoly of transport.

A good deal has been said and written about the form of administration based on the Railway Executive and the Chief Regional Officers. I can only say at first hand that I, on my part, have found no difficulty in its operation. The lines of demarcation are clearly established within the Executive itself. Each member has defined functional responsibilities, and clear understandings have been established in debate where border lines arise or duality of interest in functions exists. Moreover, the Railway Executive is a corporate body of equal members, with responsibilities to each other and to the whole body, all pooling resources of knowledge, experience and judgment. It is the Executive's responsibility to lay down principles and policies, and to satisfy itself they are effectively carried out.

The Chief Regional Officers, as the superior officers of the Executive in the Regions, are in the closest regular contact with the Executive, attending fortnightly the meetings of the Executive, contributing to the discussions on policy, fully knowledgeable as to its decisions, and charged with the responsibility of management of the railways within their Region.

There has been, in the public mind, some confusion of thought on the direct relationships between the members of the Executive, in their functional capacity, and the chief officers of departments in the Regions. It has been said that this undermines the power of the Chief Regional Officers. Again, speaking at first hand and within the sphere of my own direct responsibilities, I can only say that, after ten months experience, no difficulties whatever have been experienced on this account.

As the initial work of fusion and integration of organisation proceeds, some adaptation of this machinery may well be necessary. In fact, I can foresee many changes.

The aims of unification are being pursued and achieved down the functional line. The member of the Executive, in his functional capacity, and with the specialist officers on his immediate staff, is free to call together the specialist officers in the Region, to establish fact with and from them, and, on the facts so established, to use his judgment in determining the course all should follow in the best interests of the whole. There is thus a centralised direction of policy, centralised through and on the Executive; with a decentralised day-by-day management through the organisations of the Chief Regional Officers and of

the departmental chief officers under them. Within the policy of the undertaking as a whole, there is the fullest scope for local initiative and enterprise.

Let me give some examples of the directions in which the benefits of unification are being pursued by this functional control. There has been wide diversity of opinion and practice on the subject of automatic train warning control. One company had established the A.T.C. system; another the Hudd system; others, for varying reasons, placed no reliance on audible warning systems. After a careful survey, the Executive has decided in principle on the general adoption of some form of warning control, and what are hoped to be final experiments are to be carried out this month, with the co-operation of drivers from different Regions. A wide measure of engineering standardisation is taking place. Decisions will shortly be taken as to the future adoption of flat-bottom rail track, in place of bull-head rail track, which has been the standard up to the present.

A study of the locomotive position reveals an unnecessary multiplication of types and classes, a product of individual company research and planning. Considerable economies, with improved efficiency of locomotive stock, will result from centralised designing. Again, in the field of electrification, in which important developments must progressively be made, centralised designing and planning will make freely available to all Regions the best specialised knowledge and practices. Equally, when current incidents arise, the resources of the whole are available. The recent restoration of services on the East Coast main line in South Scotland, after the serious flood damage, was substantially accelerated by the power of the Railway Executive instantly to call on help from all Regions, and from outside resources; although responsibility for carrying out the work on the spot was left with the Engineer, Scottish Region.

As concerns wagons, marked progress has been made, and the forward programme—despite difficulties in availability of materials, especially steel—should provide a sufficiency of stock, with due regard to anticipated improvements in turn-round times and progressive reduction in the number of wagons awaiting repair. Just a few of the objectives of our forward planning are: gradual elimination of grease-box wagons; development of larger capacity wagons, especially for coal; and a larger proportion of vacuum-fitted stock.

There is undoubtedly a wide field for exploration in devising the greatest terminal handling efficiency.

A great deal of attention is being given to the standards of service provided for freight traffic. The establishment of a separate organisation for motive power and the study being given to the diagramming of the use of motive power have combined to put British Railways in the position of being under no handicap through shortage of power. Many pre-war scheduled fast freight trains have been restored, and a large number of new services has been introduced, often initially to create a flow of traffic.

In the past, there has naturally been much overlapping of service in places covered by more than one of the former companies. A great deal of overlapping will be eliminated as and when the routing of traffic, and its handling at goods ter-

minals, are adjusted to suit the changed circumstances of today.

Early in the year, the Executive gave consideration to restoring some of the passenger excursion facilities so popular before the war. Having regard to the shortage of passenger coaches and a legacy of war conditions, and the need to increase net revenue, the restoration of such facilities has been of a progressive character. Among developments was, in August, the re-introduction of half-day and evening excursion facilities at fares substantially less than the single fare for the double journey. These excursion facilities—still, unfortunately, limited by the coaching stock position—have proved very popular. The Executive intends to continue the special half-day and evening excursions throughout the winter and spring; and in many instances the facility will be offered by selected ordinary trains. It is intended also to cater for special events. We are still short of an important quota of passenger coaches, and unfortunately it seems that the British Railways' steel allocation for 1949 will prevent our making up the lee-way as rapidly as we had hoped.

Parliamentary Notes

Iron and Steel Nationalisation

References were made in both Houses of Parliament, in the course of the debate on the Address in reply to the King's Speech, to the Government's intention to nationalise the iron and steel industry.

In the House of Commons on October 26, Mr. D. G. West (Pontypool—Lab.), who seconded the motion for the Address, said the proposal to nationalise the iron and steel industry had been so widely expected and accepted that it almost ceased to be controversial.

Mr. Anthony Eden (Warwick & Leamington—Con.) said the Conservative Party was unalterably opposed to the proposal to nationalise those companies extensively engaged in the production of iron ore, pig iron and steel. It regarded the action as ill-judged and ill-timed, and would do all it legitimately could in the House to resist the passage of the Bill. He made it absolutely clear that should it be victorious at the General Election it would consider itself entirely free to repeal any such legislation. The industry was producing steel at prices lower than anywhere in Europe or in the U.S.A. If the Prime Minister's claim was, as he noticed the claim was made in the pamphlet recently issued by his party, that some supervision of the policy of the industry was necessary, he would reply that the Government had possessed that power over the last two years through the Iron & Steel Board.

The Prime Minister (Mr. C. R. Attlee) said the Iron & Steel Bill had been brought forward in pursuance of a Resolution of the House passed on May 28, 1946.

Mr. Ivor Thomas (Keighley—Ind.), speaking in the resumed debate on October 27, said that to bring in the Bill when there were such grave events abroad, calling for rearmament at home, and when our balance of payments was in such jeopardy, seemed to him wanton and reckless. After the experience of the past three years, he had some doubts about both the competence and the intentions of the Government.

Mr. Beverley Baxter (Wood Green—C.) said the Opposition knew something of the battle inside the Cabinet over the Steel Bill. It was a surrender and compromise such as so often happened with this Gov-

ernment, because it always took the weakest way out.

Mr. Winston Churchill (Leader of the Opposition), speaking on October 28, when the debate was continued, said that the Iron & Steel Bill had not been brought forward on its merits or to meet a national need, or to help national revival or production. He was certain it did not command the conscientious convictions of the most responsible Ministers of the Crown, or of many members of the Labour Party. Should the Conservative Party become responsible for the welfare of the nation after the General Election, it would not hesitate to expunge from the Statute Book measures of nationalisation which stood on no better foundation than that of doctrinal fallacy and partisan intrigue.

DEBATE IN HOUSE OF LORDS

In the course of the debate on the Address in the House of Lords, Viscount Swinton, on October 27, said the achievements of the steel industry were tremendous. It had put £50,000,000 into modernisation and re-equipment, as soon as it had a chance to compete on equal terms with foreign countries. It had raised production from something like 5,500,000 tons to 13,000,000 tons before the end of the war. It had presented and was already carrying out plans for further development and re-equipment, plans with which the Government itself, as the Lord President of the Council had said, could not find fault. Half of that great plan—£200,000,000 more of expenditure when all was complete—the industry undertook to finance from its own resources, from the reserves it had wisely created. It was fantastic to suppose that the other half could not be easily raised on the market. Steel prices had only risen by half the general increase in prices of other materials and manufactures—69 per cent. above 1938, as compared with a general rise of 136 to 137 per cent.

Special Roads Bill

The Special Roads Bill—to provide for the construction of roads reserved for special classes of traffic, and to amend the law relating to trunk roads—was presented by the Minister of Transport in the House of Commons on November 1, and read a first time.

WESTERN REGION AMBULANCE SERVICE AWARDS.—Presentations of ambulance long-service awards gained by members of the staff in the Birmingham Division of the Western Region, British Railways, were made recently in the Town Hall, Leamington. Mr. A. V. R. Brown, Divisional Superintendent, was in the chair, and was supported by the Mayor (Councillor G. Purcell); Mr. R. Burgoyne, Regional Staff Officer, and Mrs. Burgoyne; Messrs. J. A. Warren-King, District Goods Manager; V. J. H. Webb, Divisional Locomotive Superintendent; R. F. Wilson, Divisional Engineer; P. Anstey, Ambulance Centre Secretary; J. A. Martin, Assistant Centre Secretary; E. J. Hancock, Divisional Ambulance Secretary; and other railway officials, also local doctors and officers of the Brigade. The awards were presented by Mr. and Mrs. Burgoyne. Mr. A. H. Swadling presented an illuminated address to Dr. H. Mason in recognition of 50 years' service to the railway ambulance movement in Leamington. The Rt. Hon. Anthony Eden was present for a short time, and spoke in appreciation of the large amount of voluntary service rendered by members of the first aid movement.

Notes and News

Senior Draughtsmen Required.—Two senior draughtsmen are required by British Timken Limited, of Birmingham. See Official Notices on page 535.

Sales Engineer Required.—A firm manufacturing anti-friction bearings has a vacancy for a railway engineer, between 25 and 30 years of age, as a sales engineer specialising in railway work. See Official Notices on page 535.

Docks & Inland Waterways Executive.—Applications are invited from suitable candidates by the Docks & Inland Waterways Executive for the positions of estate officers at Cardiff, Leeds, and Gloucester. See Official Notices on page 535.

Turkish Railway Accident.—One hundred passengers were reported to have been killed and 150 injured when a train conveying supporters of the Turkish People's Party to the capital to attend celebrations of the twenty-fifth anniversary of the Turkish Republic was derailed near Ankara.

East Kent Light Railways.—By notice of October 8, holders of East Kent Light Railways 5 per cent. debenture stock have been informed that the Minister of Transport has issued another direction enabling the British Transport Commission to make a further payment of interest on this security on October 22, to holders registered on October 6. The Commission has decided to pay such further interest as will, together with the earlier payment (12s. paid August 19), be equal to the amount of interest which has accrued for the half-year to June 30, 1948, on the British Transport stock to be issued in satisfaction.

New Rail Postal Unit for the C.N.R.—Increased facilities for the sorting and handling of mail by postal clerks have been installed by the Canadian National Railways. The first of ten new units delivered is the 30-ft. mail compartment shown in the photograph reproduced below. This is equipped with 360 letter cases, 26 newspaper boxes, and 52 mail-bag racks. Shown inspecting the new unit are, from left to right, Mr. J. T. Whiteford, Manager of the Passenger Service

Bureau, C.N.R.; Mr. W. J. Turnbull, Postmaster General; Mr. G. Herring, Director of Communications, Post Office Department; and Mr. G. E. McCoy, Assistant Chief of Car Equipment, C.N.R.

Accountant Required for the Gold Coast.—An accountant, between 24 and 35 years of age, is required by the Government of the Gold Coast for the railway department, for two tours of 18 to 24 months, with prospect of permanent and pensionable employment. See Official Notices on page 535.

Steel Rails from Austria for Bulgaria.—Within the framework of a new trade agreement between Bulgaria and Austria, recently signed at Sofia, and envisaging a business turnover of U.S. \$14,000,000 for the 15 months ending December 31, 1949, Bulgaria is to receive from Austria steel rails and iron sheet and other iron and steel products for railway purposes.

Call for Fewer European Customs Formalities.—The Inland Transport Committee of the United Nations Economic Commission for Europe has called on all European governments to help tourist traffic by decreasing frontier formalities. A resolution adopted by the 15 countries attending the five-day session of the committee declared that delays caused by frontier formalities often constituted an obstacle to the development of tourist travel in Europe. Among countries which met to plan the expansion and improvement of European rail, road, and water transport services, were Britain, the United States, Austria, Czechoslovakia, the Benelux countries, Norway, Sweden, and Turkey.

Tufnol Agency in South Africa.—Having terminated its agency agreement in Johannesburg, the firm of George Ellison Limited announces that future sales of Ellison switchgear and Tufnol in South Africa and in Northern and Southern Rhodesia will be handled by George Ellison S.A. (Pty.) Limited. For this purpose, offices have been opened at 33. Stability Unit House, Simmonds Street, Johannesburg, S.A. Ellison representation in Natal for the South African colonies will remain in the hands of F. G. Licence (Pty.) Limited. Mr. S. J. C. Wells, who has been appointed Manager of

C.N.R. Rail Postal Unit



Inspecting the first of ten new rail postal units, each fitted with 360 letter cases, 26 newspaper boxes, and 52 mail bag racks, delivered to the Canadian National Railways (see paragraph above)

OFFICIAL NOTICES

Crown Agents for the Colonies

Name of the vacancies on this page relates to a man between the ages of 18 and 50, inclusive, or a woman between the ages of 18 and 40, inclusive, unless he, or she, is excepted from the provisions of the Control of Engagement Order, 1947, or the vacancy is for employment excepted from the provisions of that Order.

IMMEDIATE delivery unused Sentinel B.E. type Industrial Steam Locomotive, 100 h.p., standard gauge.—Write Box 664, DORLAND ADVERTISING, 18/20, Regent Street, S.W.1.

DRAUGHTSMEN, senior, with technical training and general engineering experience. Apply by letter giving full details.—BRITISH TIMKEN LIMITED, Cheston Road, Aston, Birmingham.

SENIOR DRAUGHTSMEN required with railway locomotive or carriage experience. Apply by letter giving full details.—BRITISH TIMKEN LIMITED, Cheston Road, Aston, Birmingham.

A DIESEL Electric Rail Traction Sales Engineer is required by a large Midland Engineering concern. Salary up to £700 per annum, according to qualifications and experience. Reply age, etc., to Box 474, T. & G., 101, St. Martin's Lane, London, W.C.2.

George Ellison S.A. (Pty.) Limited, was born in South Africa and received his training as an electrical engineer in England. He has been connected with the Ellison organisation in England and South Africa for nearly 20 years.

Newfoundland Rail Strike Continues.—According to agency reports, latest Government proposals and union counter-proposals have failed to break the railway strike, which is now three weeks old. The Government offered a 10 cents an hour increase for lower-grade workers and 7 cents for other grades. The unions rejected this, proposing a stepped-up increase of 7 cents retroactive from June 16 to November 1, 12 cents from November to the new year, and 15 cents thereafter, which the Government rejected.

Brighter Southern Region Stations.—With the idea that an attractive station brings pleasure to customers and credit to itself, British Railways, Southern Region, is reintroducing the prewar scheme of awards for best-kept stations. All stations in the Southern Region have been placed in one of seven groups and classified, so that similar types of stations compete for the same group of awards; goods depots and marshalling yards also have been included in the scheme. Points on which stations will be judged include neatness of staff, tidiness of platforms, signalboxes, offices and waiting rooms, layout of advertisements and timetables, and display of station gardens. More than 80 awards will be made annually, and each winning station will receive a certificate of merit for display.

Southern Region Boat Trains.—When Britain put the clock back 1 hr. on Sunday, October 31, France and Belgium did not make the alteration but continued to use Summer Time. In consequence, the following Southern Region Continental passenger services now leave London Victoria 1 hr. earlier, to ensure connections being maintained at the Continental ports:—

Old time	New time
9.00 via Dover-Ostend leaves ...	8.00
10.00 via Dover-Calais leaves ...	9.00
10.30 via Dover-Calais "Golden Arrow" leaves	9.30
14.30 via Folkestone-Calais leaves ...	13.30

Steamers from Folkestone and Dover in connection with these services leave 1 hr. earlier, and passengers from the Continent by these routes arrive at the English ports and at Victoria 1 hr. earlier. The Newhaven-Dieppe service which previously left

APPLICATIONS from qualified candidates are invited for the following post:—**ACCOUNTANT** required by the Government of the Gold Coast for the railway Department for two tours of 18 to 24 months with prospect of permanent and pensionable employment. Salary and overseas pay between £600 and £1,200 a year, according to age, experience and war service. Outfit allowance £60. Free passages. Candidates, age 24 to 35 years, must hold bookkeeping and final accounting certificates, be capable of taking charge of a section of a railway accounts office and instructing staff in new or amended simple accounting procedure. Experience in railway accounts, though preferred, is not essential. Apply at once by letter, stating age, whether married or single, and full particulars of qualifications and experience, and mentioning this paper, to the CROWN AGENTS FOR THE COLONIES, 4, Millbank, London, S.W.1, quoting M/N/17137 (GE) on both letter and envelope.

ANTI-FRICTION bearing manufacturers have an opening for railway engineer, aged 25-30, as Sales Engineer specialising in railway work. Railway apprenticeship desirable. Salary based according to qualifications. Reply giving details of education and experience, to Box 202, *The Railway Gazette*, 33, Tothill Street, Westminster, S.W.1.

Victoria 9.05 and Newhaven Harbour 11.35, has been re-timed to leave Victoria 8.30 and Newhaven Harbour 10.55. In the reverse direction the arrival times at Newhaven and Victoria are at 16.00 and 18.35, 1 hr. earlier than previously. From October 31, the night ferry service London-Paris has been re-timed to leave Victoria at 21.00 hr. instead of 21.30, and the journey time between London and Paris has been reduced from 12 to 11½ hr. In the reverse direction there is no alteration of times.

British Electric Traction.—For the financial year ending March 31, 1949, the directors of the British Electric Traction Co. Ltd. have declared dividends of 3 per cent. actual, less income tax, on the 6 per cent. cumulative participating preference stock, 4 per cent. actual, less tax on the 8 per cent. cumulative preferred ordinary stock, and 15 per cent. actual, less tax, on the deferred ordinary stock. These dividends are the same as for the previous year.

British Railways' Train Liveries.—On November 1 it was stated in the *Evening Standard* that "only 1,000 responded to British Railways' invitation to state what colours they would prefer our nationalised trains to be painted. A small majority chose green for engines and cream and chocolate for coaches. Unless there is a last-minute flood of requests for other colours that will be the railways' new look." We are informed that the figure of response by the public is approximately correct, but that no decision as yet has been taken as to the colours to be adopted.

Motor Ships for Isle of Wight Service.—Two new motor ships, *Southsea* and *Brading*, soon will go into Southern Region service on the Portsmouth-Ryde route to the Isle of Wight. Built by W. Denny & Bros. Ltd., Dumbarton, and launched early this year, these two sister ships replace the old *Southsea* and the *Portsmouth* lost during the war. Both will carry passengers and baggage, and accommodation is provided for 1,400 passengers and a crew of 33. The vessels, which have a length of 200 ft. and speed of 14½ knots, are the first screw boats in the service, being a departure from the traditional paddle steamers which have maintained the service for many years. The twin screws are driven by high-speed Sulzer diesel engines with S.L.M. oil-operated reverse gears. The promenade deck has ample seating accommodation, some of which is under

Docks and Inland Waterways Executive

APPLICATIONS for the undermentioned appointments are invited from candidates having suitable qualifications:—
Cardiff—Estate Officer (under Chief Docks Manager) for South Wales Docks.
Leeds—Estate Officer (under Divisional Waterways Officer) for North Eastern Waterways Division.
Gloucester—Estate Officer (under Divisional Waterways Officer) for South Western Waterways Division.

In each case the starting salary will be £750-£850 per annum, according to qualifications and experience, and successful candidates will be expected to join a contributory superannuation scheme. Applications, accompanied by relevant particulars, must be delivered to the Secretary at the offices of the Executive, 22, Dorset Square, London, N.W.1, not later than November 13, 1948.

THE "PAGET" LOCOMOTIVE.—Hitherto unpublished details of Sir Cecil Paget's heroic experiments. Eight single-acting cylinders with rotary valves. An application of the principles of the Willans central-valve engine to the steam locomotive. By James Clayton, M.B.E., M.I.Mech.E. Reprinted from *The Railway Gazette*, November 2, 1945. Price 2s. Post free 2s. 3d.

shelter, while on the main deck there is a large first class smoke room and first class lounge with bar-buffet, as well as a third class lounge and shelter deck. The lower deck also has first and third class refreshment rooms. Last Monday the *Southsea* made her first passage in regular service.

"Queen of Scots" Pullman Re-timed.—British Railways announce that, as from November 1, the timing of the up "Queen of Scots" Pullman from Newcastle to London has been advanced as follows:—

	Old time	New time
Newcastle ... dep.	2.27 p.m.	2.05 p.m.
Darlington ... "	3.18 p.m.	2.56 p.m.
Harrogate ... "	4.08 p.m.	3.46 p.m.
Leeds (Central) ...	4.54 p.m.	4.30 p.m.

British Railways Contracts for Cosmos and Metrovick Lamps.—A contract for part supplies of Cosmos and Metrovick electric lamps over the period September 1 to December 31, 1948, has been placed with the Metropolitan-Vickers Electrical Co. Ltd. by British Railways, Western Region. A part-supply contract for Cosmos and Metrovick lamps has been renewed, extending to December 31, 1948, with Metropolitan-Vickers by British Railways, London Midland Region.

Station Christmas Trees.—Once again some of the principal stations in the North Eastern Region of British Railways are to be brightened, as Christmas approaches, by the erection of Christmas tree displays. The stations selected for these displays will be York, Newcastle, Hull, Darlington, Middlesbrough, West Hartlepool, South Shields, Tynemouth, Scarborough and Harrogate, and the inaugural ceremonies will take place in the early days of December. Since the first two trees were displayed at York and Newcastle in 1935, nearly £22,000 and 48,000 parcels and toys have been collected for hospitals and other charities from the public. In the Eastern Region, an illuminated Christmas tree display, similar to that arranged last year, is to be provided at Sheffield Victoria Station.

New Vessel for Harwich—Hook of Holland Service.—The Railway Executive has placed a contract with John Brown & Co. Ltd., Clydebank, for the construction of a ship for the Harwich—Hook of Holland service, to replace the ss. *Prague* which became a total loss as the result of a fire when undergoing repairs early this year. The new ship, which will be of similar proportions to the *Arnhem*, built by the same firm in 1947, for the Harwich

service, will have accommodation for about 500 passengers in cabins, with separate first and second class lounges and dining saloons and space for the carriage of cargo and motorcars. The steamer will have twin-screw geared turbines, with oil-fired water-tube boilers, and will have a maximum speed of 22½ knots. The keel will be laid at an early date and it is hoped that the vessel will be in service by the summer of 1950.

Closing of the East Kent Railway.—Passenger services on the former East Kent Railway, which links the Kent coalfield with the main line of the Southern Region, at Shepherdswell, near Dover, were withdrawn on the evening of Saturday, October 30. The railway is to remain open for goods and mineral traffic. It had been intended to close the line to passengers at the end of September, and it was omitted from the winter timetables, but it was decided, at the last moment, to continue the services for another month.

Forthcoming Meetings

November 6 (Sat).—Electric Railway Society. Visit to the Union Works of the General Electric Co. Ltd.

November 9 (Tues).—Permanent Way Institution, Sheffield Section, at the Royal Victoria Hotel, Sheffield, at 7 p.m. "Concrete Sleepers," by Mr. N. W. Swinnerton.

November 9 (Tues).—Institute of Traffic Administration, Manchester Centre. Visit to the Railway School of Signalling, leaving No. 9 Platform, Manchester Victoria Station, at 7.15 p.m.

November 10 (Weds).—Permanent Way Section, London Section, and Railway Students' Association, University of London, at the London School of Economics, Houghton Street, Aldwych, W.C.2, at 6 p.m. "Engineering Works and Traffic Operation," by Messrs. W. F. Beatty and J. M. Leighton-Bailey.

November 10 (Weds).—Institution of Electrical Engineers, Savoy Place, Victoria Embankment, W.C.2, at 5.30 p.m. "The Lightning-Protection of High-Voltage Transmission and Distribution Systems," by Mr. H. M. Lacey.

November 10 (Weds).—Institution of Railway Signal Engineers, at the Westinghouse Brake & Signal Co. Ltd., Chippenham, Wiltshire, at 7.30 p.m. "Principles of Interlocking," by Mr. W. H. Such.

November 11 (Thurs).—Institution of Mechanical Engineers, London Graduates' Section, Storey's Gate, London, S.W.1, at 6.30 p.m. Discussion on "Electric Traction Drives," by Mr. R. Bourne.

November 12 (Fri).—Institution of Railway Signal Engineers, at the London Transport Executive Signal School, Earls Court Station, London, S.W.5, at 6.15 p.m. "Principles of Interlocking," by Mr. W. H. Such.

November 12 (Fri).—Institute of Transport, East Midland Section, at the School of Transport, Derby, at 6.30 p.m. "Training the Transport Man," by Brig. L. Manton.

November 12 (Fri).—Institute of Transport, North Staffordshire Group, at the North Stafford Hotel, Stoke, at 6.30 p.m. "Road Passenger Transport," by Mr. C. F. Klapper.

Railway Stock Market

Stock markets have been cautious with prices in most sections moving narrowly. A big business was transacted, however, in iron and steel shares, and just before publication of the Steel Bill there was a flurry in the shares on last-minute hopes that the take-over basis would be assets values and not share prices, but this was quickly followed by a reaction when the Bill appeared. As in the case of the railways and gas and electricity companies, share values are to be the basis, despite the obvious unfairness of this method. Steel shares later became a much more settled market at moderately below take-over levels. In some instances, such as Staveley and Firth Brown, current market prices are well below take-over. These and various other shares had been strongly bought on hopes of an assets-value take-over. Gradually, however, these shares are also expected to settle down moderately below take-over prices.

Shares of companies not directly affected by nationalisation have moved higher, especially Vickers, Cammell Laird, John Brown and Baldwins. The holdings of these firms in steel companies will naturally be subject to take-over. English Steel Corporation take-over will be a matter of negotiation or arbitration as to the value of the shares, which are not quoted, being held by Vickers and Cammell Laird. There has been some buying of steel shares on the view that nationalisation may never happen if the General Election intervenes. However, the Government can be expected to make every effort to effect the exchange of steel shares into British Steel stock by May 1, 1950. The shares are now in many respects a long-term option on British Funds, because the exchange into Steel stock will not only be based on take-over value, but on the level of British Funds at the time of the actual exchange. Meanwhile dividends are expected to be maintained. After the exchange, however, shareholders will suffer

a big drop in income, because British Steel stock may not carry more than 3 per cent. interest, whereas dividends of leading steel companies average fully 8 per cent. Because of an attempt to get steel nationalised as soon as possible the shareholders are to be treated in a manner almost as unfair as railway stockholders. British Steel stock will mean, eventually, an addition of as much as £300,000,000 to the ever increasing volume of Government securities, though this will not be before 1950. British Funds have maintained a steady front this week, despite the fact that the next payment in respect of the recently issued new Electricity stock fell due on Thursday. In fact, 3 per cent. Transport stock (1978-88) has strengthened $\frac{1}{2}$ to 99½.

Foreign railway stocks have been less active with prices moving narrowly. Earlier strength of Leopoldina issues was not held, the ordinary easing to 11½, and the preference stock to 38½, while the 4 per cent. debentures were 70 and Leopoldina Terminal 5 per cent. debentures 65. San Paulo, after the recent set-back, rallied to 17½. Great Western of Brazil shares changed hands around 106s. 3d. Elsewhere, there was a moderate revival in Buenos Ayres Central stocks, the notes touching 24, while the 4½ per cent. debentures were marked up to 42½ and the second debentures to 24. Central Uruguay issues have been steady, while Canadian Pacifics, which moved with dollar stocks, were firmer at 21½. Antofagasta ordinary was 9½.

The shares of locomotive building and engineering companies remained firmly held, and, being outside iron and steel nationalisation plans, attracted more attention. Beyer Peacock were 24s. 3d., North British Locomotive 24s. 4½d., and Vulcan Foundry 27s. 6d., while Gloucester Railway Carriage & Wagon shares kept under the influence of the results and strong balance sheet, changing hands up to 63s. 9d. Charles Roberts were £7½ and Wagon Repairs 5s. shares 21s. 3d.

Traffic Table of Overseas and Foreign Railways

Railways	Miles open	Week ended	Traffics for week		No. of weeks	Aggregate traffics to date	
			Total this year	inc. or dec. compared with 1946/47		1947/8	Increase or decrease
South & Central America							
Antofagasta...	811	24.10.48	73,100	+ 24,108	42	2,332,750	+ 498,004
Bolivar ...	174	July, 1948	\$28,960	- 869,357	30	\$471,287	- \$301,893
Brazil ...	—	—	—	—	—	—	—
Cent. Uruguay ...	970	23.10.48	30,698	+ 1,273	16	523,032	+ 13,704
Costa Rica ...	281	July, 1948	35,904	+ 5,239	9	77,536	+ 14,013
Dorada ...	70	Sept., 1948	30,656	+ 456	39	240,485	+ 33,615
G.W. of Brazil ...	1,040	23.10.48	36,300	+ 4,700	42	1,361,700	+ 21,100
Inter. Ctl. Amer. ...	794	Aug., 1948	\$96,899	+ 852,158	35	\$91,69,618	+ \$157,550
La Guaira ...	22½	Sept., 1948	\$101,522	+ 84,339	39	938,856	+ 49,239
Leopoldina ...	1,920	23.10.48	53,729	+ 9,606	42	2,369,224	+ 474,246
Midland Uruguay ...	319	Sept., 1948	19,608	+ 3,123	12	67,355	+ 16,721
Nitrate ...	382	15.10.48	13,671	+ 7,583	41	245,594	+ 66,952
N.W. of Uruguay ...	113	Sept., 1948	5,686	+ 1,213	12	16,335	+ 1,989
Paraguay Cent. ...	274	22.10.48	£100,003	+ £31,799	15	£1,635,727	+ £689,296
Peru Corp. ...	1,059	Sept., 1948	196,290	+ 10,710	13	547,741	+ 29,708
Salvador ...	100	July, 1948	£85,000	+ c10,000	4	£85,000	+ c10,000
San Paulo ...	53½	—	—	—	—	—	—
Talat ...	156	Sept., 1948	8,255	+ 2,845	13	23,760	+ 7,345
United of Havana ...	1,301	23.10.48	39,435	+ 21,752	16	706,916	+ 305,752
Uruguay Northern ...	73	Sept., 1948	1,072	+ 52	12	3,308	+ 111
Canada							
Canadian National ...	23,473	Aug., 1948	10,110,000	+ 855,250	35	77,676,250	+ 5,854,000
Canadian Pacific ...	17,037	Aug., 1948	7,735,500	+ 1,083,250	35	55,397,000	+ 4,108,000
Various							
Barsi Light ...	202	Sept., 1948	18,600	+ 315	26	155,092	+ 4,470
Beira ...	204	Aug., 1948	115,987	+ 2,924	47	1,287,270	+ 246,785
Egyptian Delta ...	607	30.10.48	19,211	+ 1,455	26	328,731	+ 31,899
Gold Coast ...	536	Sept., 1948	165,446	+ 21,792	26	1,185,462	+ 258,231
Manila ...	—	—	—	—	—	—	—
Mid. of W. Australia ...	277	Aug., 1948	28,670	+ 6,667	8	52,657	+ 9,172
Nigeria ...	1,900	Aug., 1948	403,545	+ 97,720	21	2,205,705	+ 483,370
Rhodesia ...	2,445	Sept., 1947	643,980	+ 102,833	52	6,787,603	+ 612,938
South Africa ...	13,347	2.10.48	1,397,765	+ 1,292,434	26	35,114,568	+ 33,071,547
Victoria ...	4,774	June, 1948	1,358,791	+ 248,144	52	—	—

† Receipts are calculated @ 1s. 6d. to the rupee